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Contact Officer: Nicola Gittins
01352 702345
nicola.gittins@flintshire.gov.uk

To:

Councillors: Mike Allport, Haydn Bateman, Sean Bibby, Chris Dolphin, Andy Dunbobbin, David Evans, Veronica Gay, Cindy Hinds, Dave Hughes, Ray Hughes, Joe Johnson, Colin Legg, Vicky Perfect, Paul Shotton and Owen Thomas

12 June 2017

Dear Councillor

You are invited to attend a meeting of the Environment Overview & Scrutiny Committee which will be held at 10.00 am on Friday, 16th June, 2017 in the Delyn Committee Room, County Hall, Mold CH7 6NA to consider the following items

A G E N D A

1 APOLOGIES

Purpose: To receive any apologies.

2 DECLARATIONS OF INTEREST (INCLUDING WHIPPING DECLARATIONS)

Purpose: To receive any Declarations and advise Members accordingly.

3 UPDATE ON THE COUNCIL'S CAR PARKING STRATEGY (Pages 5 - 52)

Report of Chief Officer (Streetscene and Transportation) - Cabinet Member for Streetscene and Countryside

Purpose: To confirm the date for the introduction of charges in Flint. To review the Pedestrianisation Order for Buckley and Holywell town centres. To agree the pilot arrangements for trialling free parking arrangements across the county.

4 **UPDATE ON PROVISION OF RESIDENTS PARKING SCHEMES AND DISABLED BAYS ON THE HIGHWAY NETWORK** (Pages 53 - 84)

Report of Chief Officer (Streetscene and Transportation) - Cabinet Member for Streetscene and Countryside

Purpose: To review the Residents Parking Policy and confirm the process for the provision of marked disabled bays on the public highway.

5 **WASTE COLLECTION ROUNDS AND NEW OPERATING ARRANGEMENTS AT HOUSEHOLD RECYCLING CENTRE (HRC) SITES** (Pages 85 - 104)

Report of Chief Officer (Streetscene and Transportation) - Cabinet Member for Streetscene and Countryside

Purpose: To advise the Committee of the proposed changes to the waste rounds and seek approval of the new operating model at the HRC sites.

6 **INTEGRATED TRANSPORT UNIT/PROCUREMENT PROJECT** (Pages 105 - 110)

Report of Chief Officer (Streetscene and Transportation) - Cabinet Member for Streetscene and Countryside

Purpose: To update Scrutiny on the outcome of the tendering exercise and adoption of the new contracting arrangements. This will include a review of the Home to School Transport policy and all of the current discretionary arrangements and a review of the hazardous routes to school.

7 **FLINTSHIRE COUNTY COUNCIL'S RESPONSE TO THE WELSH GOVERNMENT A55/A494/A548 DEESIDE CORRIDOR CONSULTATION DOCUMENT** (Pages 111 - 132)

Report of Chief Officer (Streetscene and Transportation) - Cabinet Member for Streetscene and Countryside

Purpose: To consider Flintshire County Council's response to the Welsh Government consultation.

Yours sincerely



Robert Robins
Democratic Services Manager

- a)
- b)

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ENVIRONMENT OVERVIEW AND SCRUTINY

Date of Meeting	Friday 16 June 2017
Report Subject	Update on the Council's Car Parking Strategy
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer - Streetscene and Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

In 2015, Flintshire County Council's car park strategy was introduced to improve the vibrancy and vitality of the Town Centres in Flintshire through effective car park management.

The introduction of parking charges in Flint was suspended due to the redevelopment work in the town and this report provides an update on the planned phased introduction of charges in Flint in line with the strategy agreed by Cabinet in April 2015. The report also details options for additional on street parking restrictions in the town to promote the effective and free movement of traffic and the provision of some additional limited short stay, on-street, free parking within the town.

Holywell and Buckley Town Centres currently benefit from pedestrianised zones on their High Streets which provides a safe and unobstructed shopping experience for pedestrians. There is an opinion that these zones can have a limiting effect on High Street businesses as shoppers cannot stop to quickly visit and collect items from shops in the town. The report recommends a review of these zones which would then allow the provision of some free, on-street, short stay parking which could potentially be a tool to further support local businesses and discourage visitors from using alternative 'out of town' shopping centres.

Finally, Holywell town centre has a limited all-day parking provision and a private car park, owned by the Catholic Church, has been identified as a potential location to secure 50 additional parking places for the town. The report seeks a recommendation to add the carpark to the existing Holywell Parking Strategy.

RECOMMENDATIONS

1.	That Scrutiny recommends the phased roll out for implementing the Flint Car Parking Strategy to Cabinet (Appendix 1).
2.	That Scrutiny supports the review of off-street parking provisions, the Church Street Cycleway and Resident Parking Scheme within Flint Town Centre.
3.	That Scrutiny recommends to Cabinet that Buckley and Holywell Town Councils are requested to undertake informal consultation on a potential review of pedestrian zones in the respective town centres.
4.	That Scrutiny recommends the inclusion of Well Street car park into the Holywell car parking strategy.

REPORT DETAILS

1.00	EXPLAINING THE CAR PARKING AND RESIDENT PARKING REVIEW
1.01	In 2015 Flintshire County Council adopted a countywide car parking strategy which saw the introduction of minimal car parking charges in town centres where the number of available spaces exceeded 50. The strategy was introduced to maintain and support the vibrancy and vitality of the towns.
1.02	Flint Parking Strategy Since the approval of the Car Parking Strategy in April 2015, parking charges have been implemented or reviewed in six town centres across Flintshire and as part of that strategy it was proposed to introduce charges within Flint town centre in September 2015 - Appendix 2 – Flint Parking Strategy.
1.03	Due to the ongoing regeneration works and the local car parks being utilised as temporary works compounds, the strategy was not progressed at that time. As these works are now drawing to a close and car parks are being released, the Council are now in a position to progress the strategy in Flint in a phased manner which is shown in Appendix 1 .
1.04	The Council Car Parking Strategy stated that every opportunity would be considered to provide a level of on-street, short stay parking options to encourage shoppers and visitors to utilise town centre businesses for short shopping visits. Flint currently benefits from some free time limited on street parking but at present these time limitations are varied from 1 hour closest to the town centre to 30 minutes furthest from the town centre. It is proposed that these time restrictions are reviewed with the shortest stay parking closest to the centre changing to 30 minute stay - in line with other towns in the County and increasing the permitted length of stay on roads further from the centre to 1 hour – where a current restriction exists.

1.05	<p>The cycle path on Church Street, Flint, was established in 2003, in conjunction with Welsh Government to improve active travel provisions in the town and the cycle path currently runs the full length of Church Street in both directions.</p> <p>Following requests from Local Members and the Town Council, it is proposed to consult on the potential to relocate the cycle path to an adjacent street which will allow for the provision of additional free short stay parking spaces on Church Street.</p> <p>In line with the Council's formal process for managing traffic schemes of this nature it is proposed that the Town Council are requested to undertake an informal consultation process to consider its position on the matter after consulting with traders and local residents. The Council will then move to the formal consultation period, if the Town Council supports the process.</p> <p>Clearly the proposal will meet with objections from the cycling representative groups and the rerouting of the cycle-paths cannot be guaranteed ahead of the formal consultation process.</p>
1.06	<p>During 2015, consultation was undertaken on a number of streets in Flint to establish the level of support for a Residents Only parking scheme, in line with the Council's Residents Parking policy. Consultation in the defined zone concluded that there was insufficient support to progress the scheme at that time.</p> <p>Prior to the implementation of the car parking charges in Flint, it is proposed that consultation should be undertaken once again as it is assumed that vehicle displacement will occur as town centre visitors attempt to avoid the car parking charges. Consultation with the Elected Member and Town Council will establish the revised zone which will be consulted on.</p>
1.07	<p>Pedestrianisation Orders – Holywell and Buckley</p> <p>Pedestrian only zones are in operation on Holywell High Street and Buckley High Street and have been established since 1992 and 2000 respectively. They were adopted to provide a safe and unobstructed shopping experience in the town centres.</p>
1.08	<p>The Council's Car Parking Strategy states that every opportunity should be considered to provide on-street short stay parking options in every town however, the pedestrianisation order restricts these options and consequently there are limited on-street parking provisions in either town centre.</p> <p>It is proposed to review the pedestrian zones in both town centres and explore the possibility of placing free limited waiting parking places on both of the High Streets in order to support local businesses.</p>
1.09	<p>Once again before the formal consultation process can commence and in line with Council policy, it is proposed that the Town Councils are asked to confirm their position on the proposed changes and to undertake an informal consultation process to gauge local support (or otherwise) for the proposed changes.</p> <p>If the change is supported it can then be progressed to formal design and</p>

	consultation process by Flintshire County Council.
1.10	<p>Additional Car Parking in Holywell</p> <p>Parking charges were introduced to Holywell town centre in September 2015 in line with the Car Parking Strategy agreed by Cabinet in April 2015. Due to town centre parking spaces being utilised by commuters, the majority of car parks were designated short stay (2 hour) or medium stay (4 hour) facilities. This reduced the amount of full day parking provision available for visitors and workers within the town centre.</p>
1.11	A private car park owned by the Catholic Church on Well Street was previously leased to Flintshire County Council however when charges were removed from Holywell in 2013 this lease agreement was terminated. This car park is currently underutilised and could provide an additional 50 long stay parking places for the town centre.
1.12	<p>A preliminary conversation has been held with the Church and they are now in support of re-establishing the previous agreement which will allow the management of the site to pass to Flintshire CC. Approval is therefore sought to re-establish the lease agreement with The Church and include the car park in to the Holywell strategy - Appendix 3</p> <p>Charges and operational hours will be in line with the other long stay car parks within the town:</p> <p>20p up to 2 hours 50p for up to 4 hours £1 for all day</p> <p>Monday to Saturday 8am – 5pm</p>
2.00	RESOURCE IMPLICATIONS
2.01	The cost of legal consultation and the installation of Pay and Display facilities in Flint have been accrued within Capital budget for car parks.
2.02	There are no budgets available for the cost of the changes to Traffic Regulation Orders for Flint, Buckley and Holywell and if these are supported funding will be required to develop the projects.
2.03	Additional Pay and Display infrastructure and lease payment will be recovered from projected income in Well St, Holywell.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member.
3.02	With Elected Members in affected wards.
3.03	With local Town or Community Council.
3.03	With residents and businesses.

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4.00	RISK MANAGEMENT
4.01	Objections to the formal consultation process for off street car parking orders could delay implementation of the parking charges in Flint.
4.02	Vehicle displacement to on street areas from Pay and Display car parks will increase requests for Traffic Regulation Orders and Resident Only Parking Schemes (Flint).
4.03	Lack of available off street parking places resulting increased complaints. (Flint)

5.00	APPENDICES
5.01	Appendix 1 – Proposed phased introduction for car parking charges in Flint.
5.02	Appendix 2 – Flint Car Park Strategy
5.03	Appendix 3 – Holywell Car Park Strategy

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Contact Officer: Stephen Jones Telephone: 01352 704700 E-mail: Stephen.o.jones@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	None

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Appendix 1 – Programme to roll out the Flint Car Parking Strategy

TO BE PROVIDED AT THE MEETING

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Flint Parking Strategy 2015



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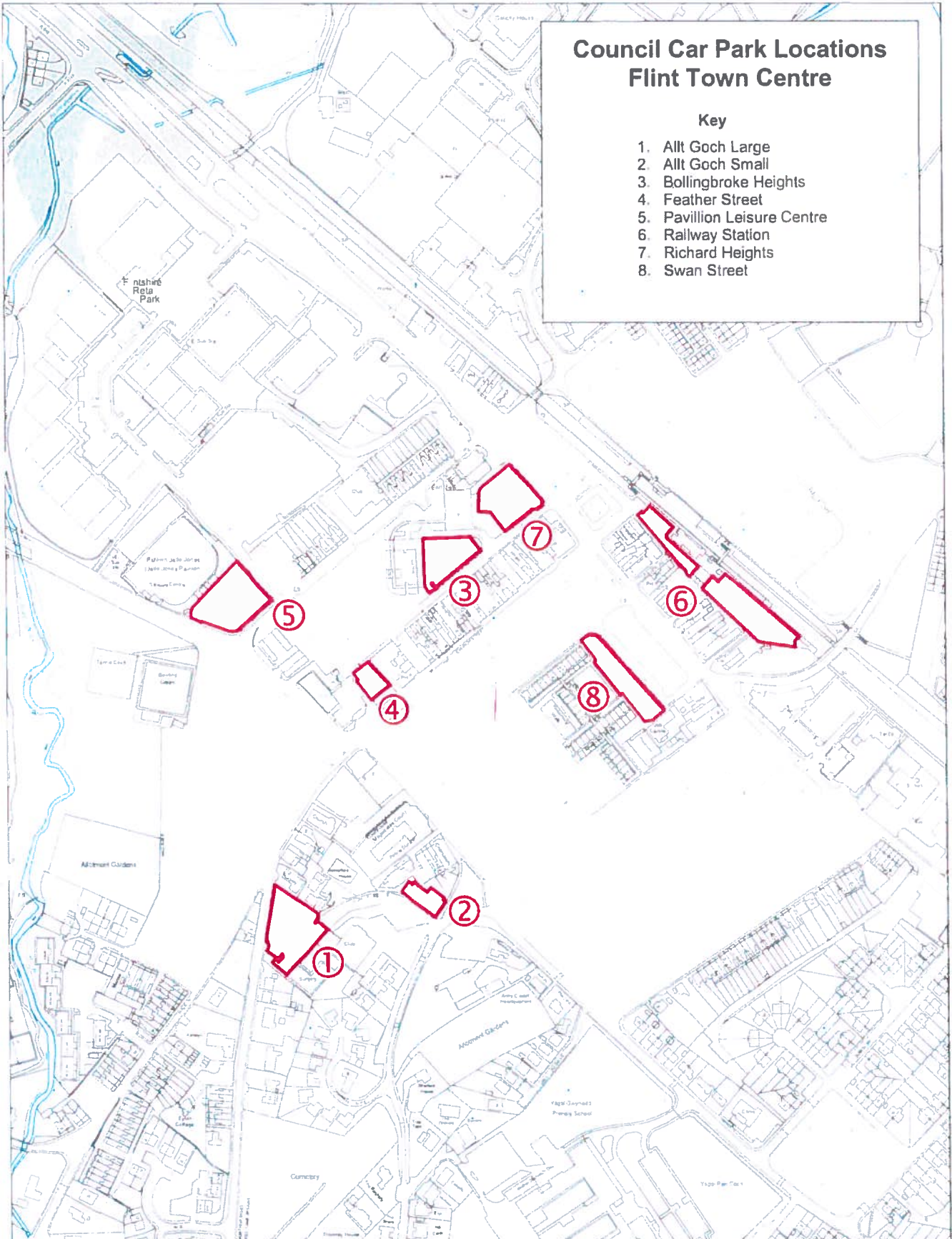
- Appendix 1 - Traffic Regulation Order currently with legal (Feather Street)
- Appendix 2 - Traffic Regulation Order proposed amendment (Lon yu Becws and Allt Goch)

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Flint Town Centre

Key

1. Allt Goch Large
2. Allt Goch Small
3. Bollingbroke Heights
4. Feather Street
5. Pavilion Leisure Centre
6. Railway Station
7. Richard Heights
8. Swan Street



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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr. Andrew Farrow

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OS Map: SJ 2473
Plotted 25/02/2015

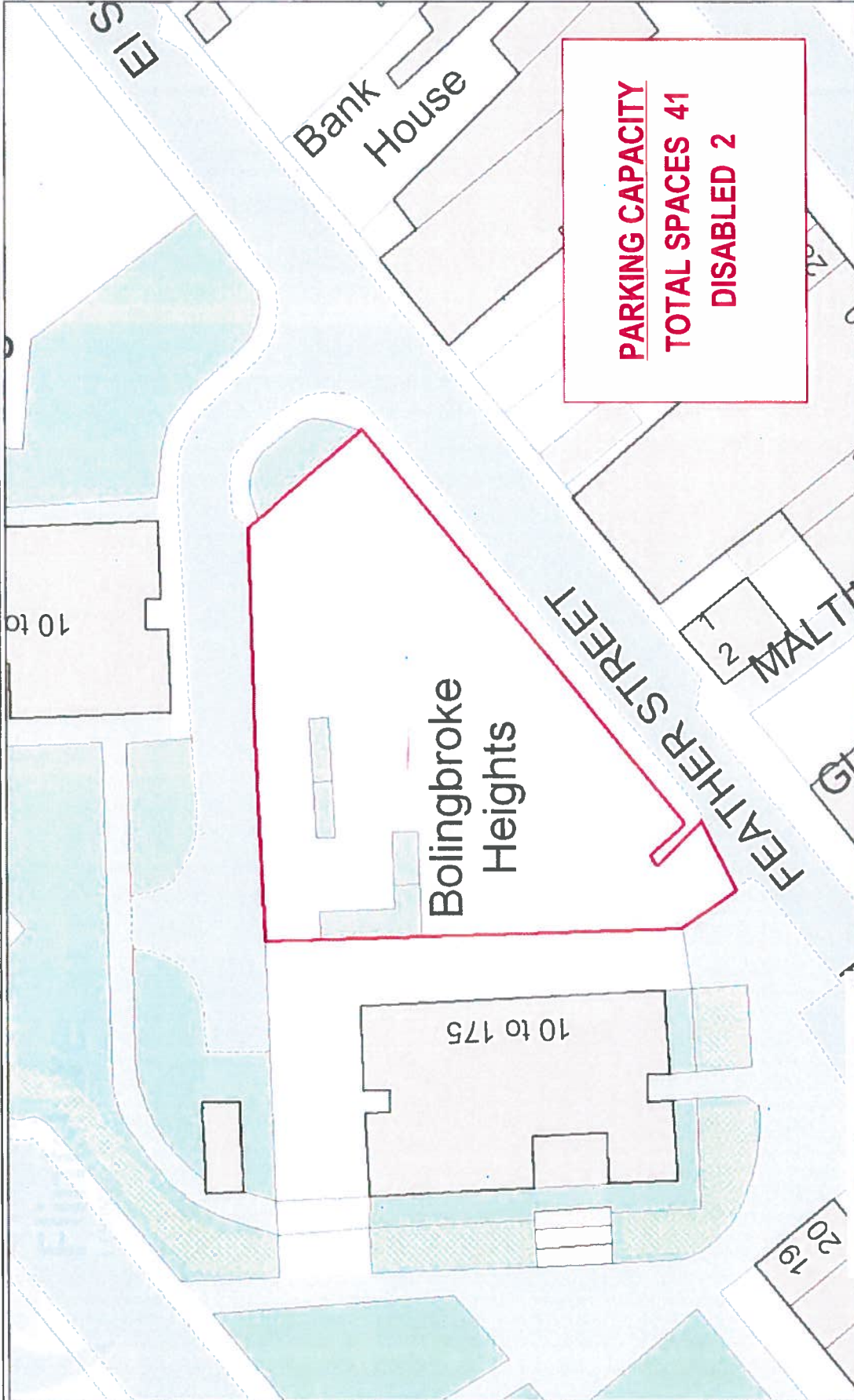


Capacity of all Flint Car Parks

The below table outlines the current number of spaces within each car park where charging is proposed;

	Total Spaces	Disabled Spaces
Allt Goch (both areas)	88	4
Bolingbroke Heights	41	2
Feather Street	21	2
Pavilion Leisure Centre	92	5
Railway Station (both areas)	70	5
Richard Heights	58	5
Swan Street	68	9
Total Spaces for the area	438	32

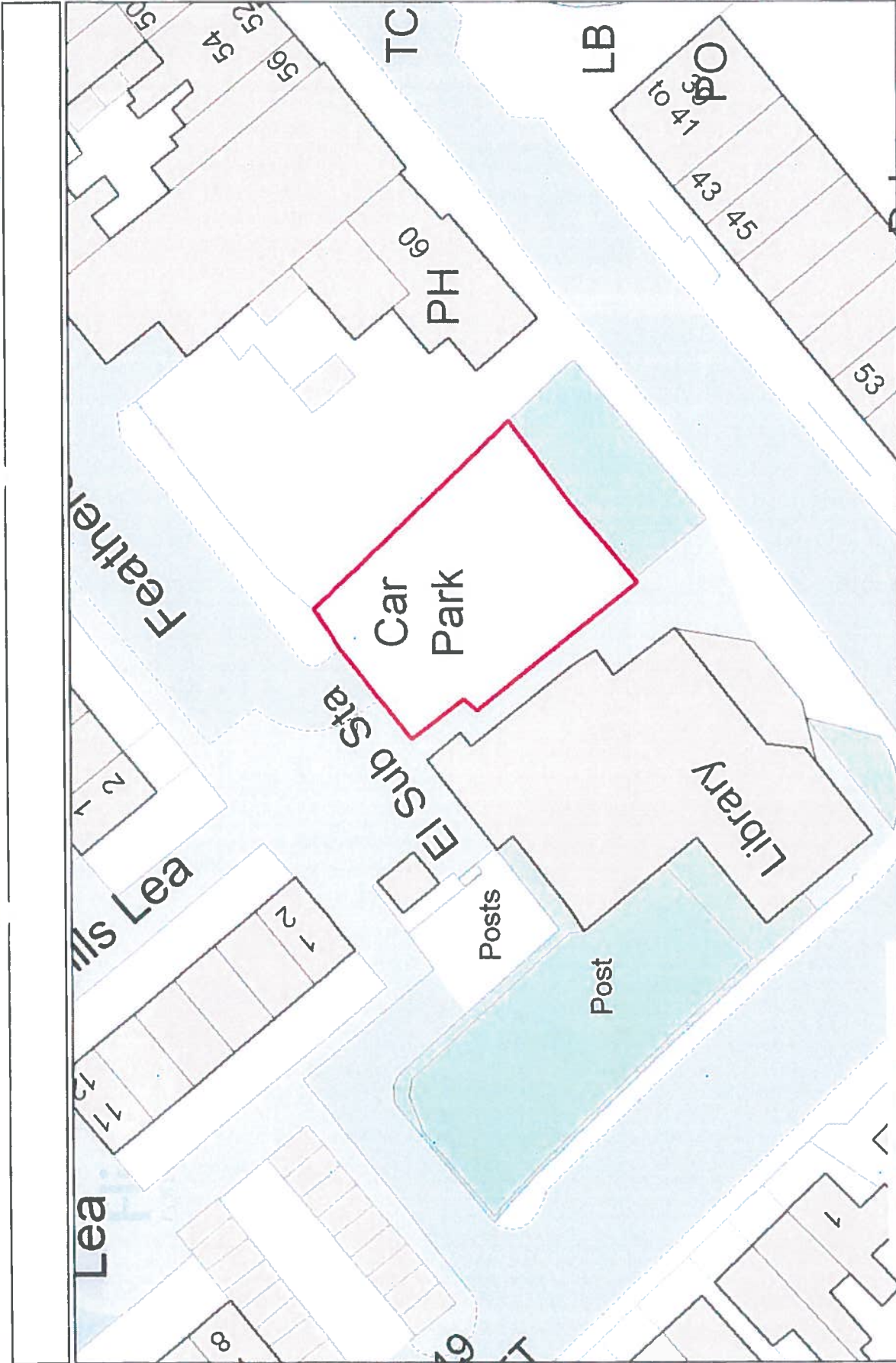
Bolingbroke Heights, Flint



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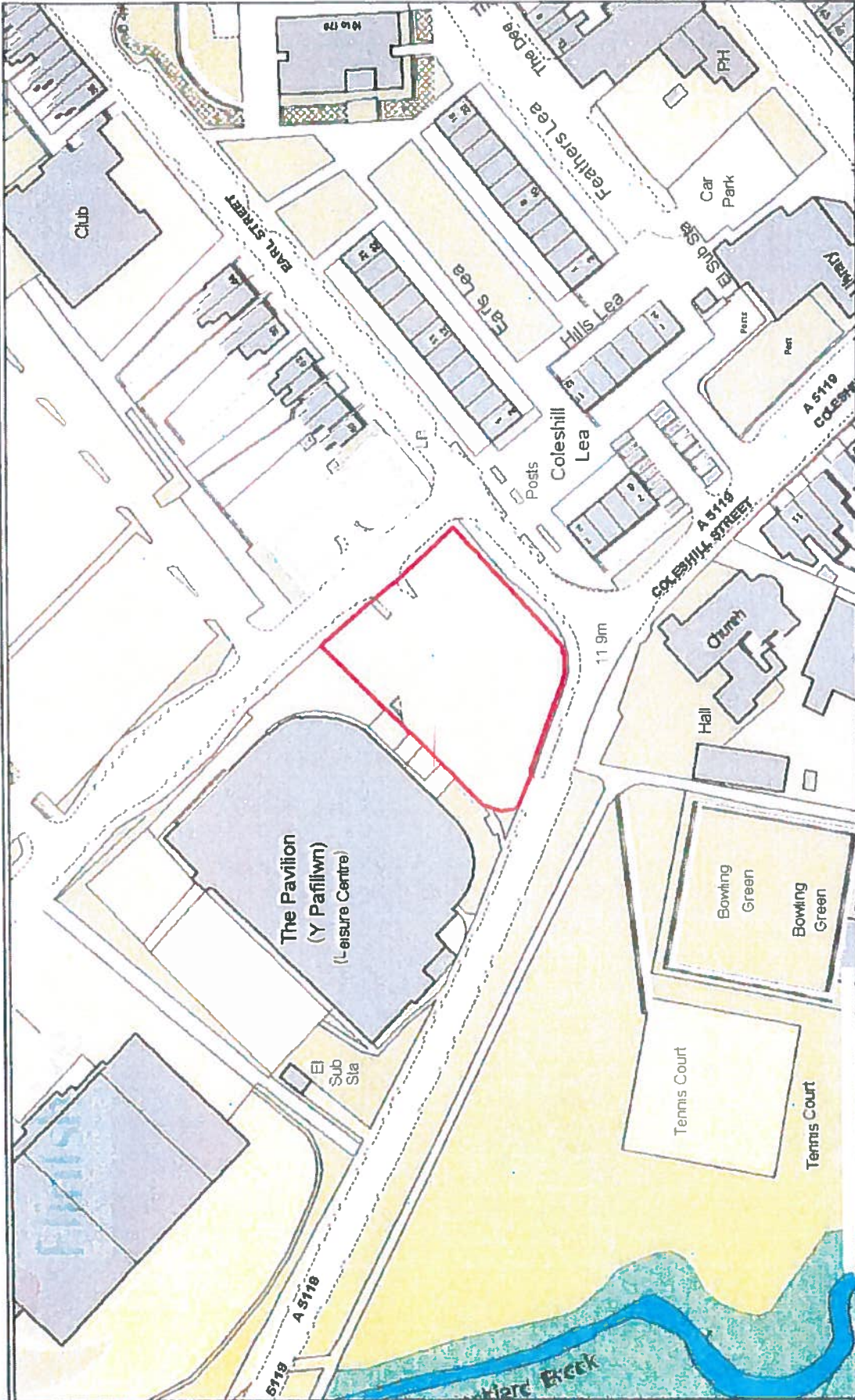


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Pavilion Leisure Centre, Flint

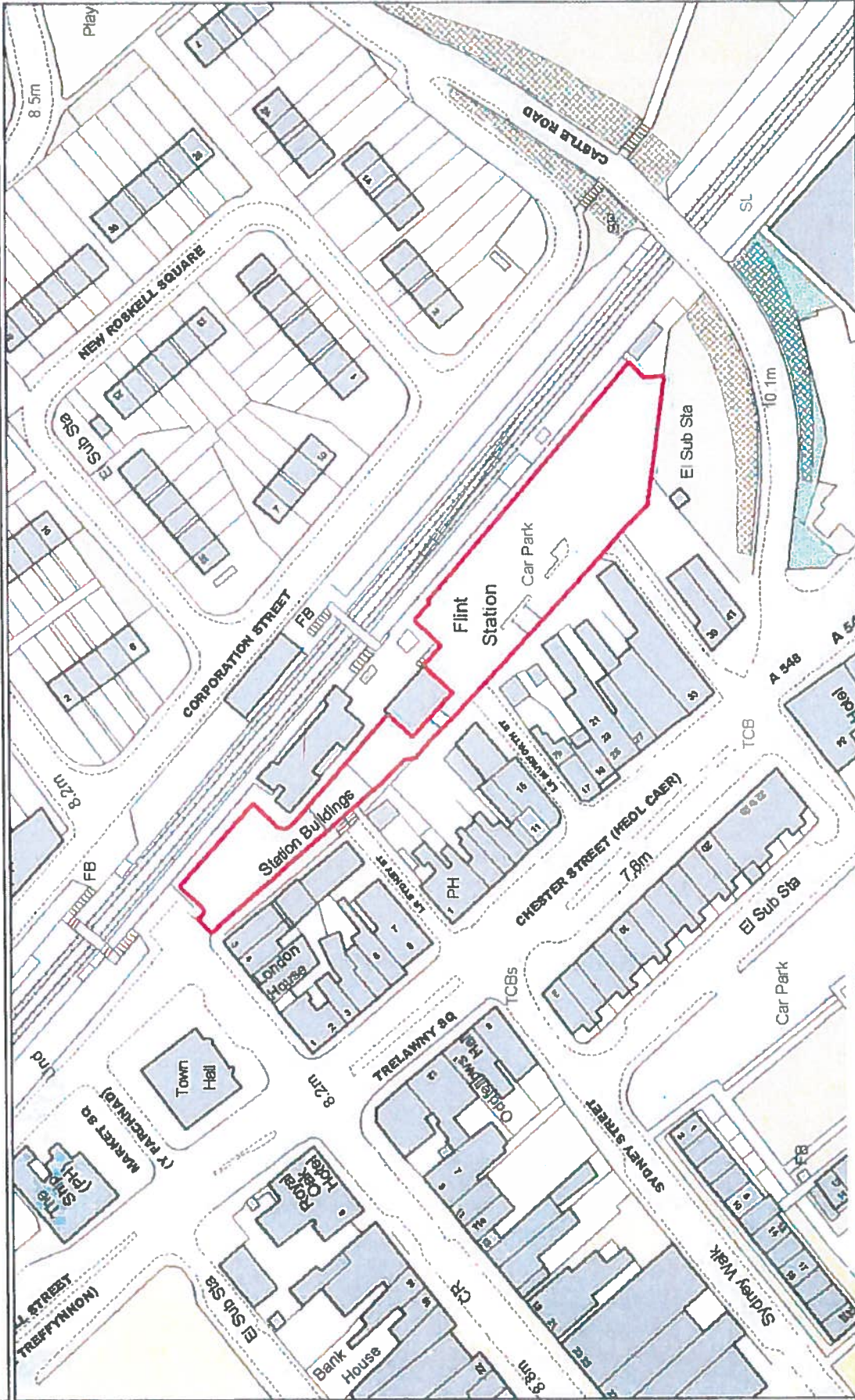


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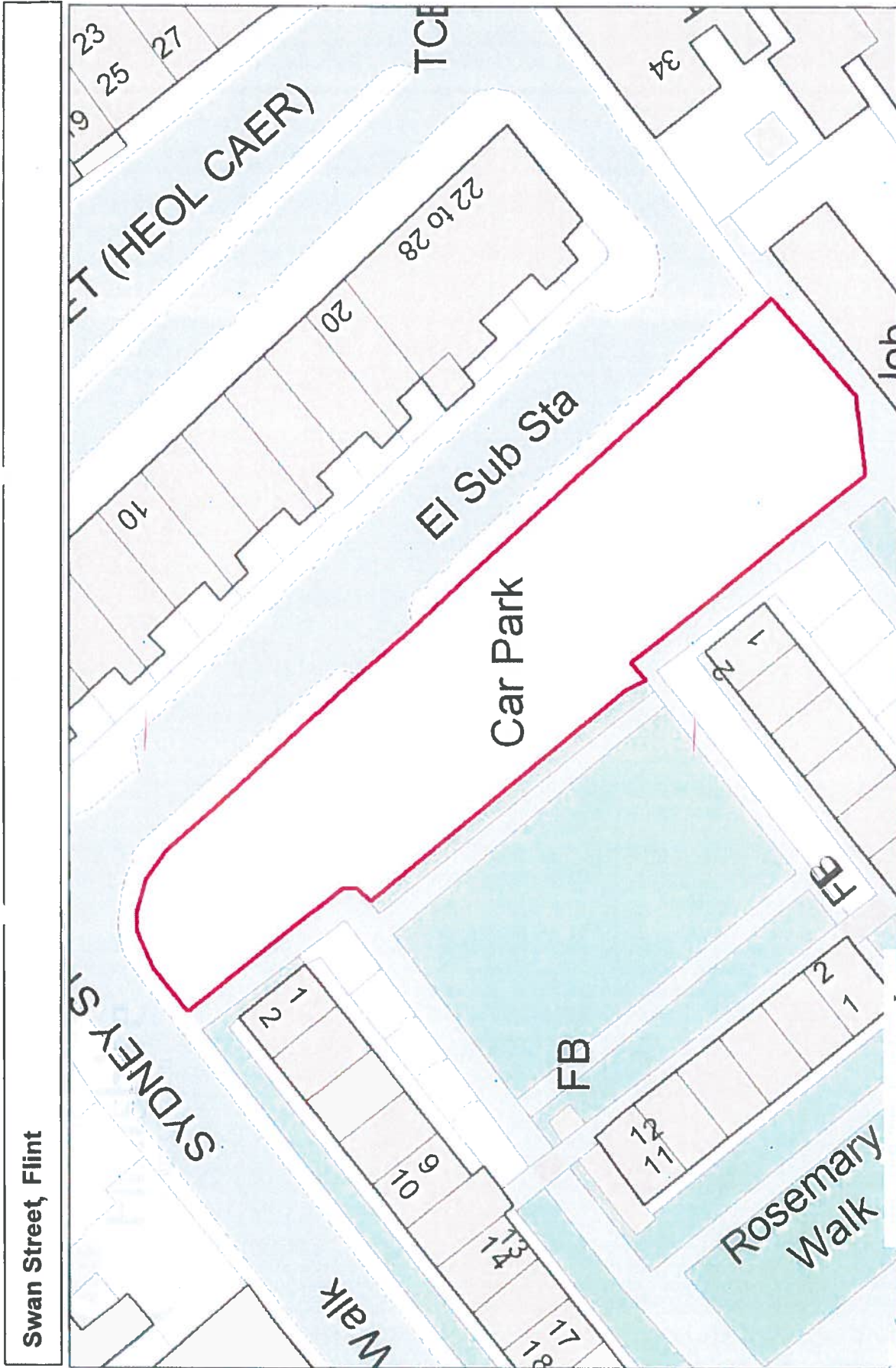
Railway Station, Flint (Larger and Smaller Car Park)



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Swan Street, Flint



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PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	Pavilion Leisure Allt Goch Bolingbroke Heights Richard Heights	20p for up to 2hrs 50p for up to 4hrs £1.00 for all ay	Monday to Saturday 08:00 to 17:00
No charge	Feather Street	20p for up to 2hrs 1 hour prohibited return from expiry of parking ticket	Monday to Saturday 08:00 to 17:00
No charge	Swan Street	20p for up to 2hrs 50p for up to 4hrs	Monday to Saturday 08:00 to 17:00
No charge	Railway Station	£2.00 for all day	Monday to Sunday (including Bank Holidays) 08:00 to 17:00
No charge	Castle Street	No charge	n/a

Due to the location of Castle Street Car Park, it has been decided that charging will not be introduced at this site, at this stage.

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 September 2015
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 September 2015
Motorbike parking spaces designated in a number of car parks	1 September 2015

Traffic Regulation Orders (TRO) REVIEW

Below is a list of proposed Traffic Regulation Orders that have been considered for charge as part of this process and the timescale for each dependant on their importance;

Location	Description	Implementation timescale	Appendix No
Feather Street	Where possible on a specified area, place 1hr limited waiting bays (one side only) and no waiting 8-5 or DYL everywhere else	Before April 2016	1
Lon y Becws	FCC land though not adopted highway, place no waiting 7am to 7pm on both sides	Before April 2016	2
Bottom of Allt Goch	Continuation of no waiting 7am to 7pm on both sides from junction of Lon y Becws	Before April 2016	2

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

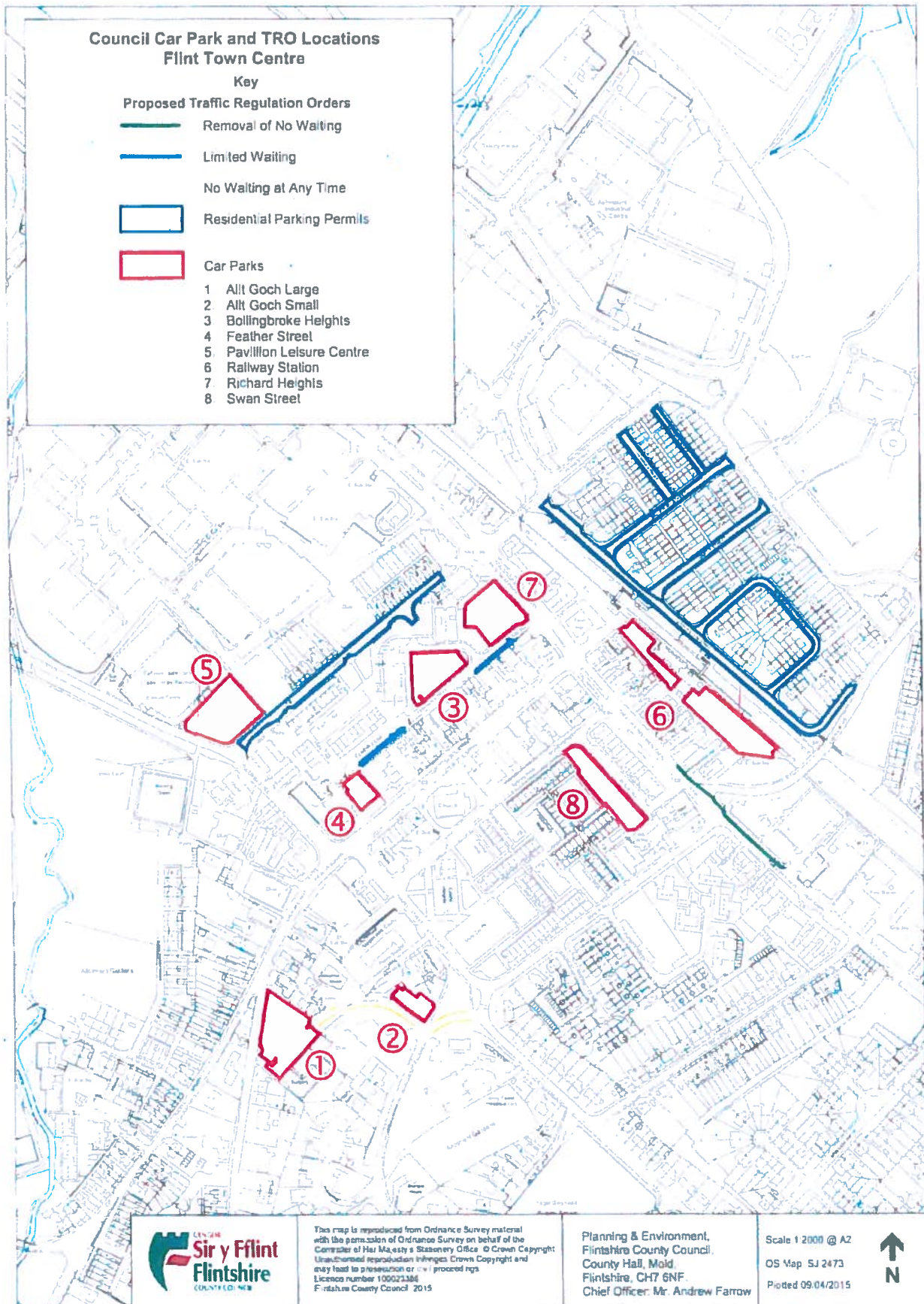
As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

In Flint, the following streets will be considered for residential parking subject to the required consultations and criteria contained within the policy;

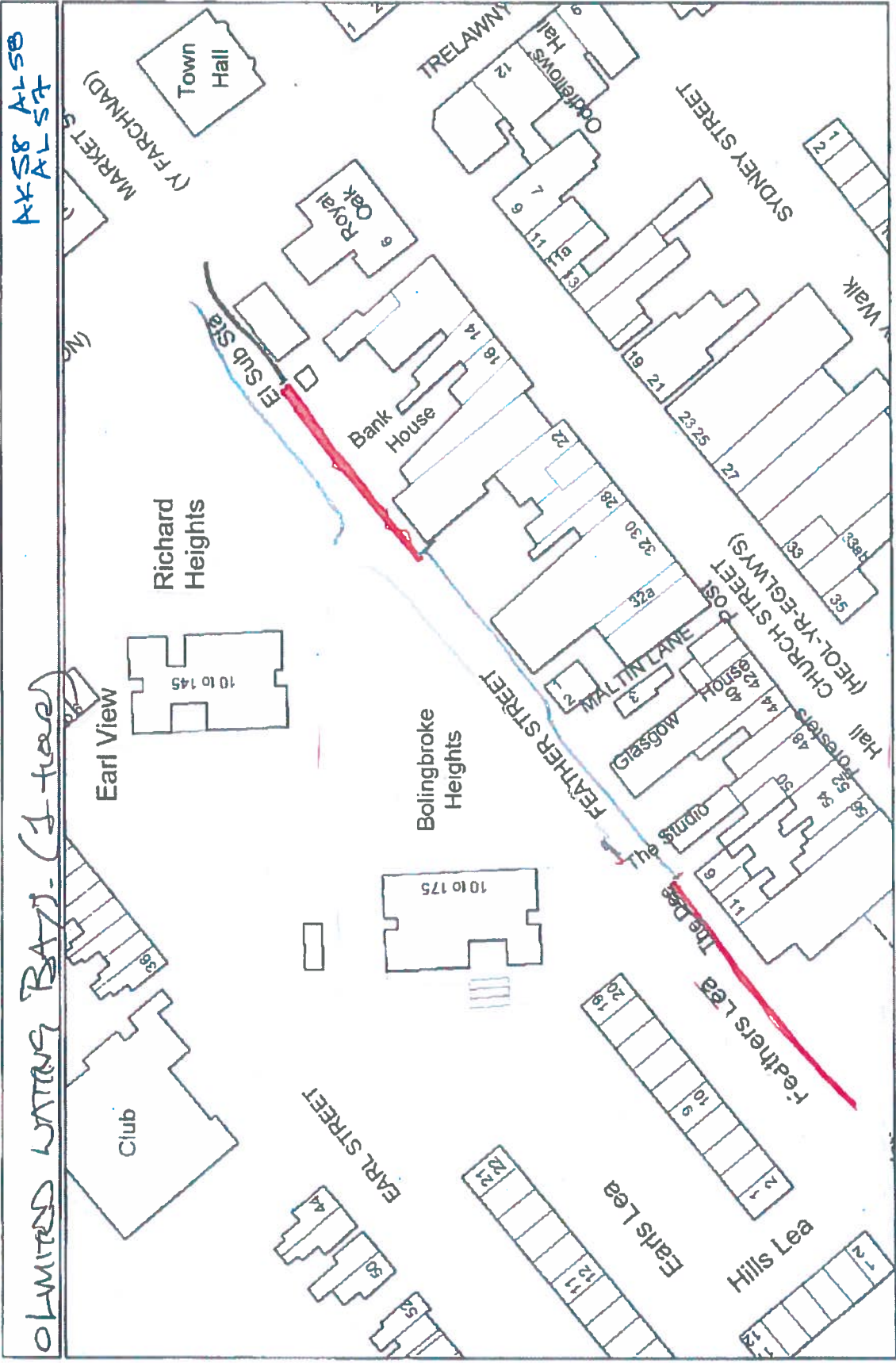
- Earl Street
- Castle Street
- Corporation Street
- New Roskell Square
- Salisbury Street
- Thomas Street
- Lloyd Street

Priority of delivery throughout the authority will be assessed and where it is considered necessary consulted on before charging is implemented.

Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.



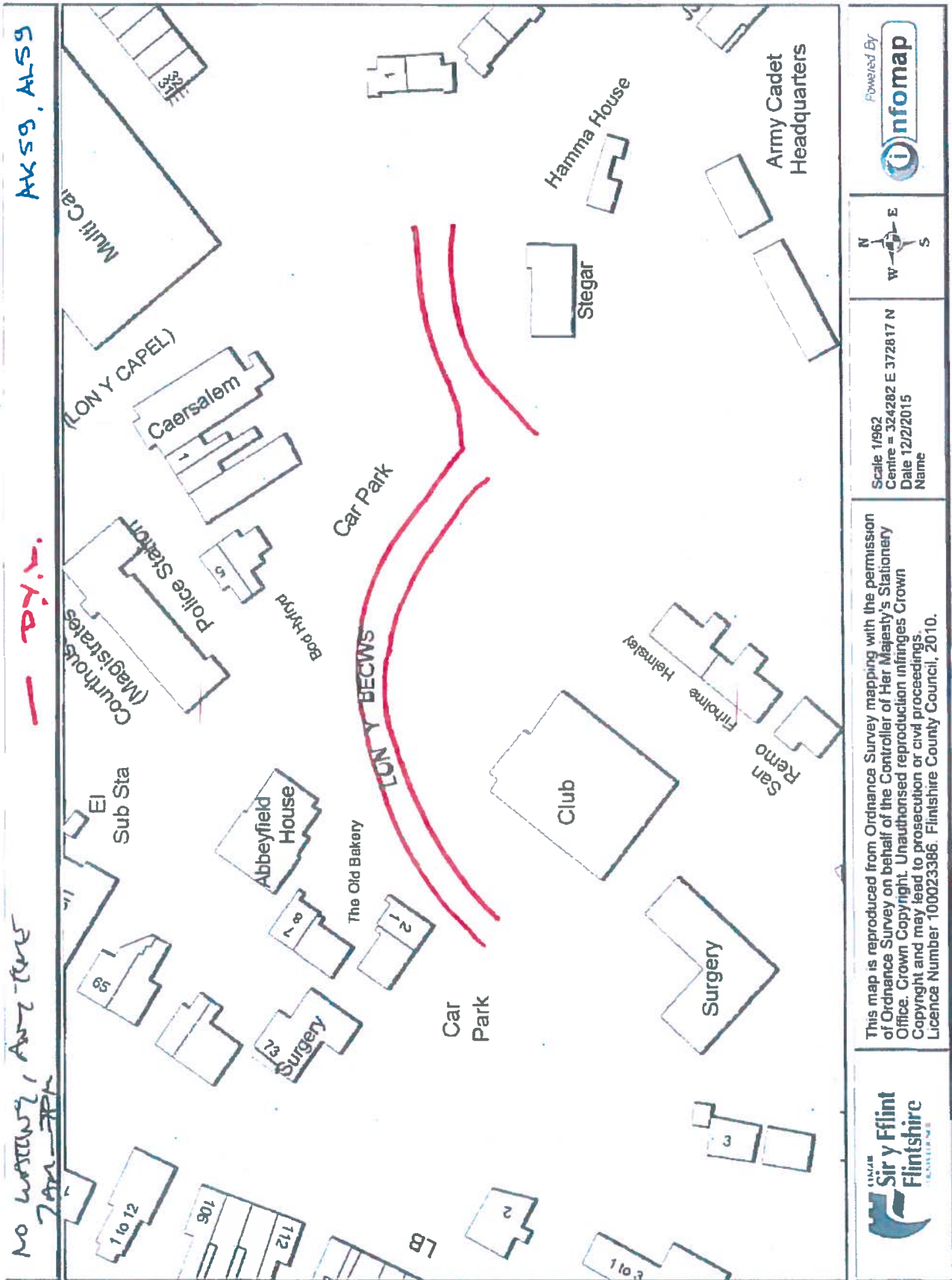
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LIMITED WATER BAY - (1 hour)

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Holywell Parking Strategy 2015



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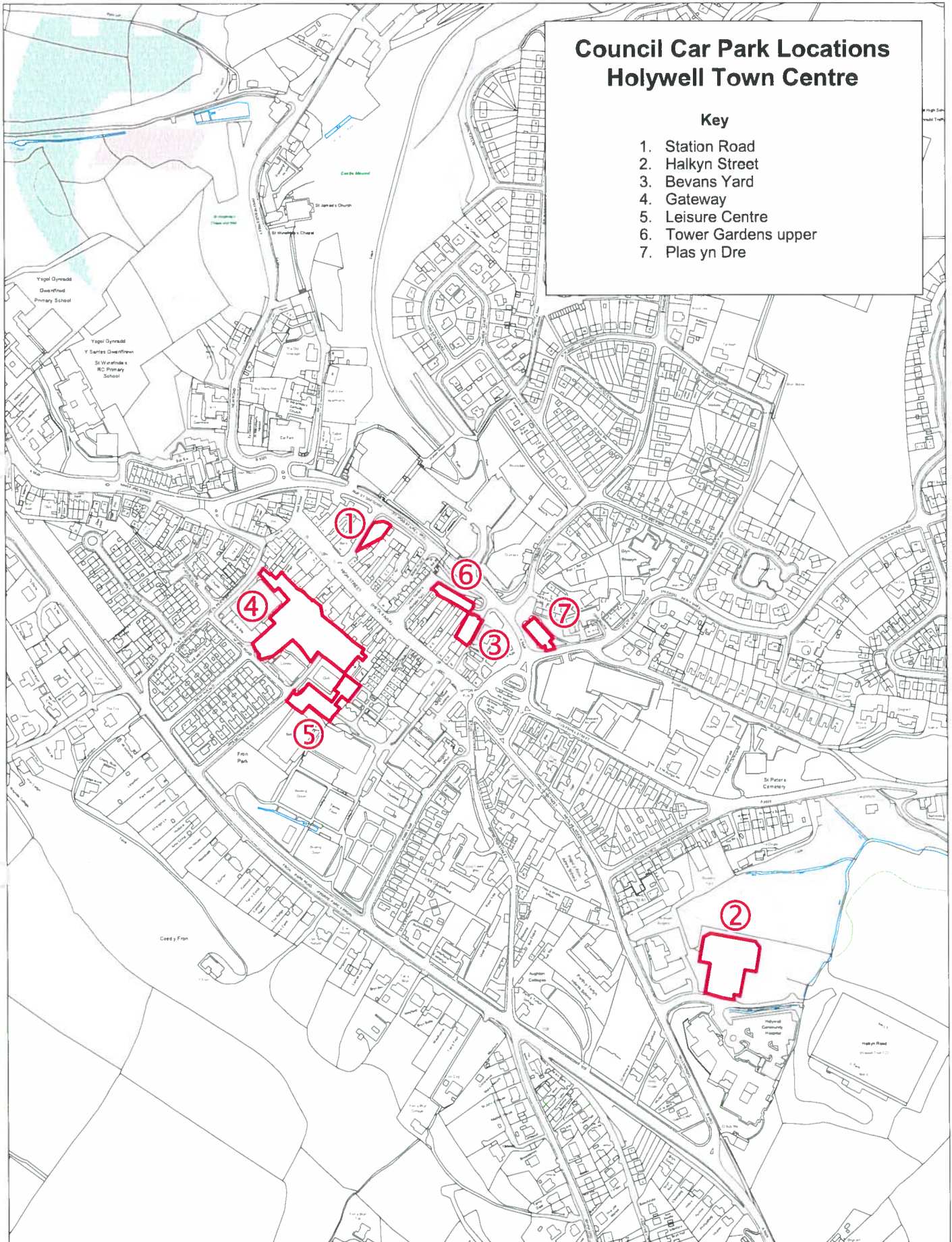
- Appendix 1 - Traffic Regulation Order currently with legal (Inner Ring Road)
- Appendix 2 - Traffic Regulation Order proposed amendment (Fron Road)
- Appendix 3 - Traffic Regulation Order proposed amendment (Whitford Street)

This town / community specific parking strategy builds on the principals of the countywide strategy. It makes specific reference to facilities, capacities and tariff structure.

Council Car Park Locations Holywell Town Centre

Key

1. Station Road
2. Halkyn Street
3. Bevans Yard
4. Gateway
5. Leisure Centre
6. Tower Gardens upper
7. Plas yn Dre

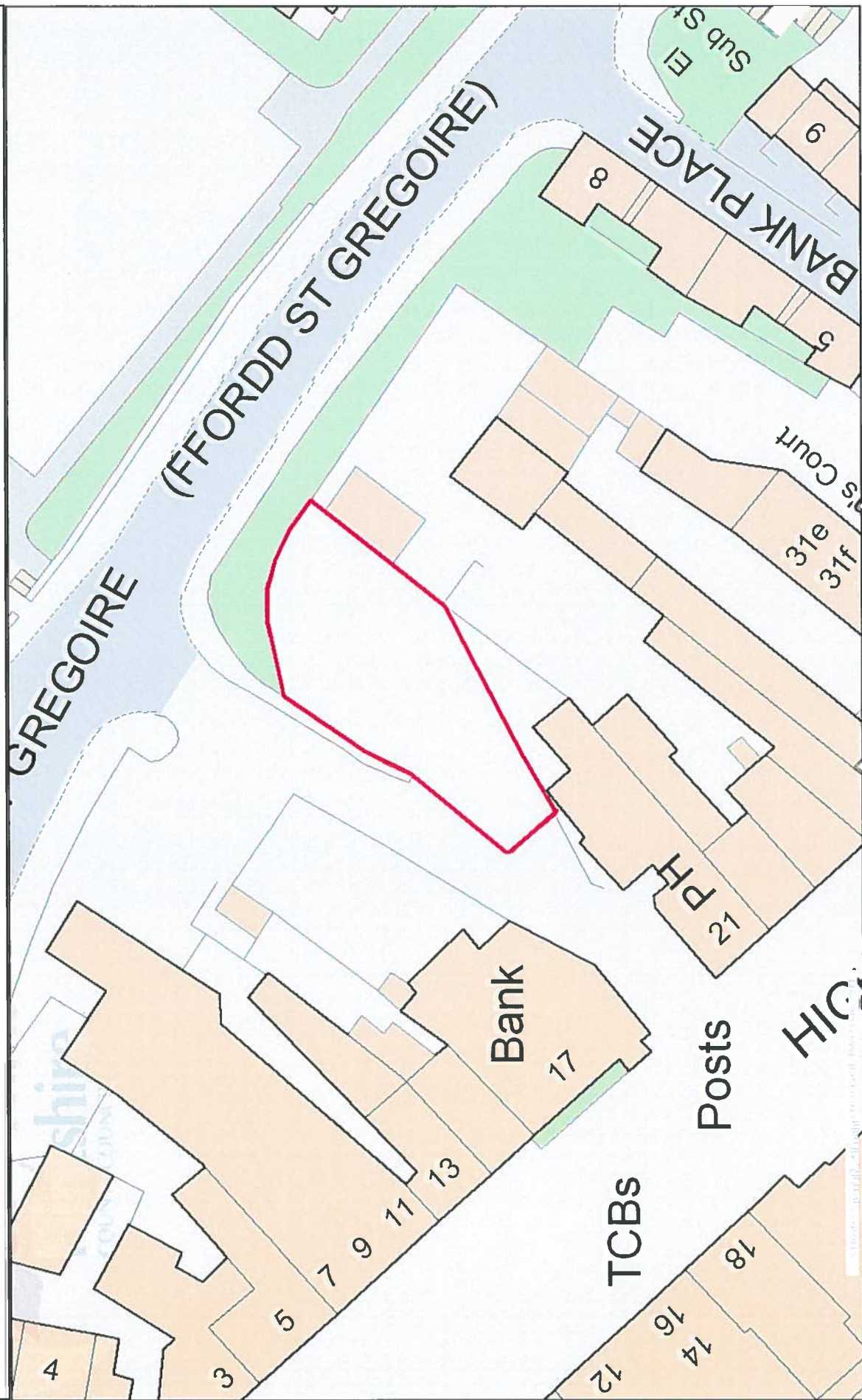


Capacity of all Car Parks were charging is proposed

The below table outlines the current number of spaces within each car park;

	Total Spaces	Disabled Spaces
Bevans Yard	17	6
Plas yn Dre	24	-
Somerfield	99	8
Leisure Centre	44	2
Station Road	0	5
Tower Gardens	13	5
Halkyn Road	tbc	tbc
Total Spaces for the area	294	26

Station Road, Holywell - Disabled Parking Only

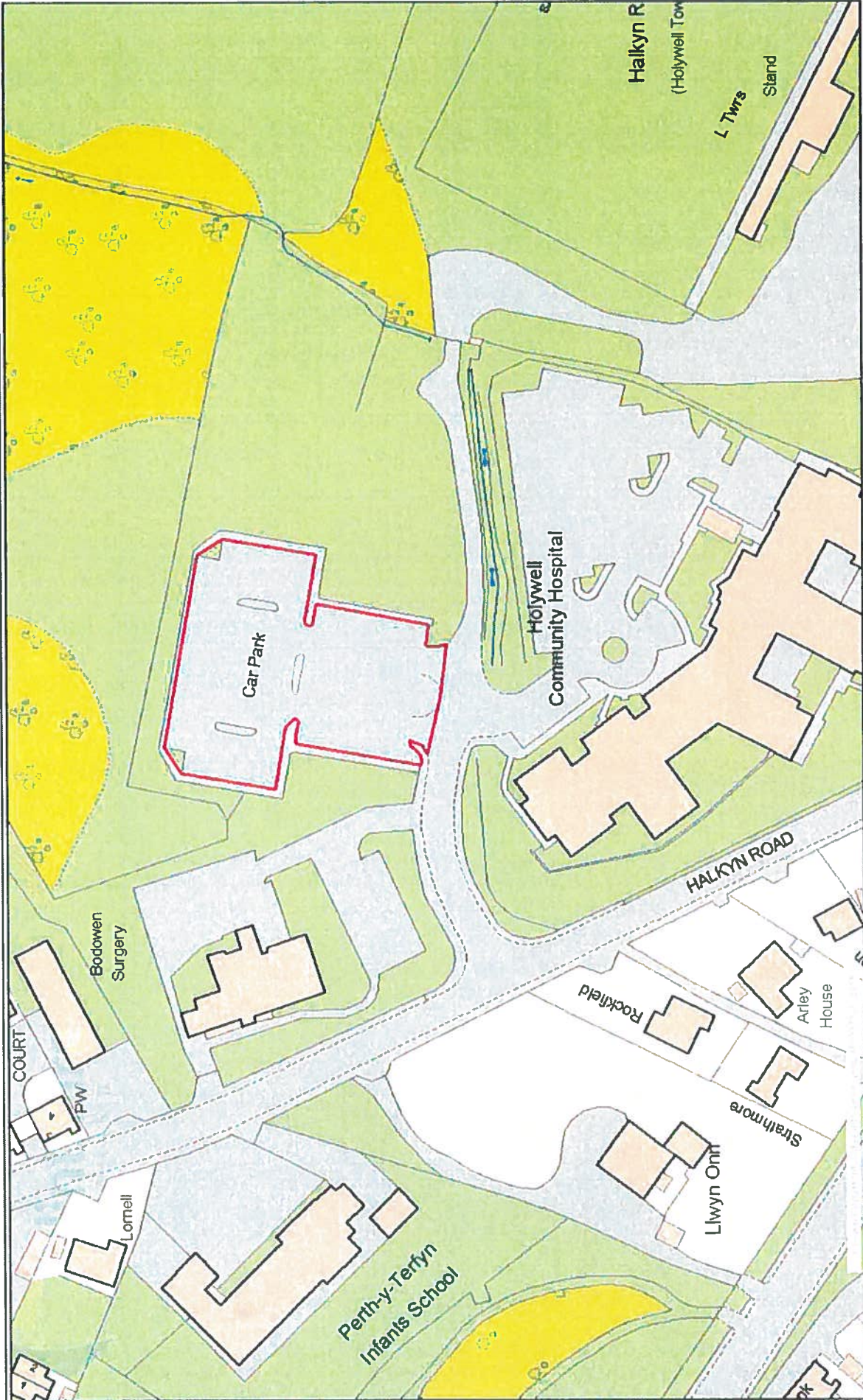


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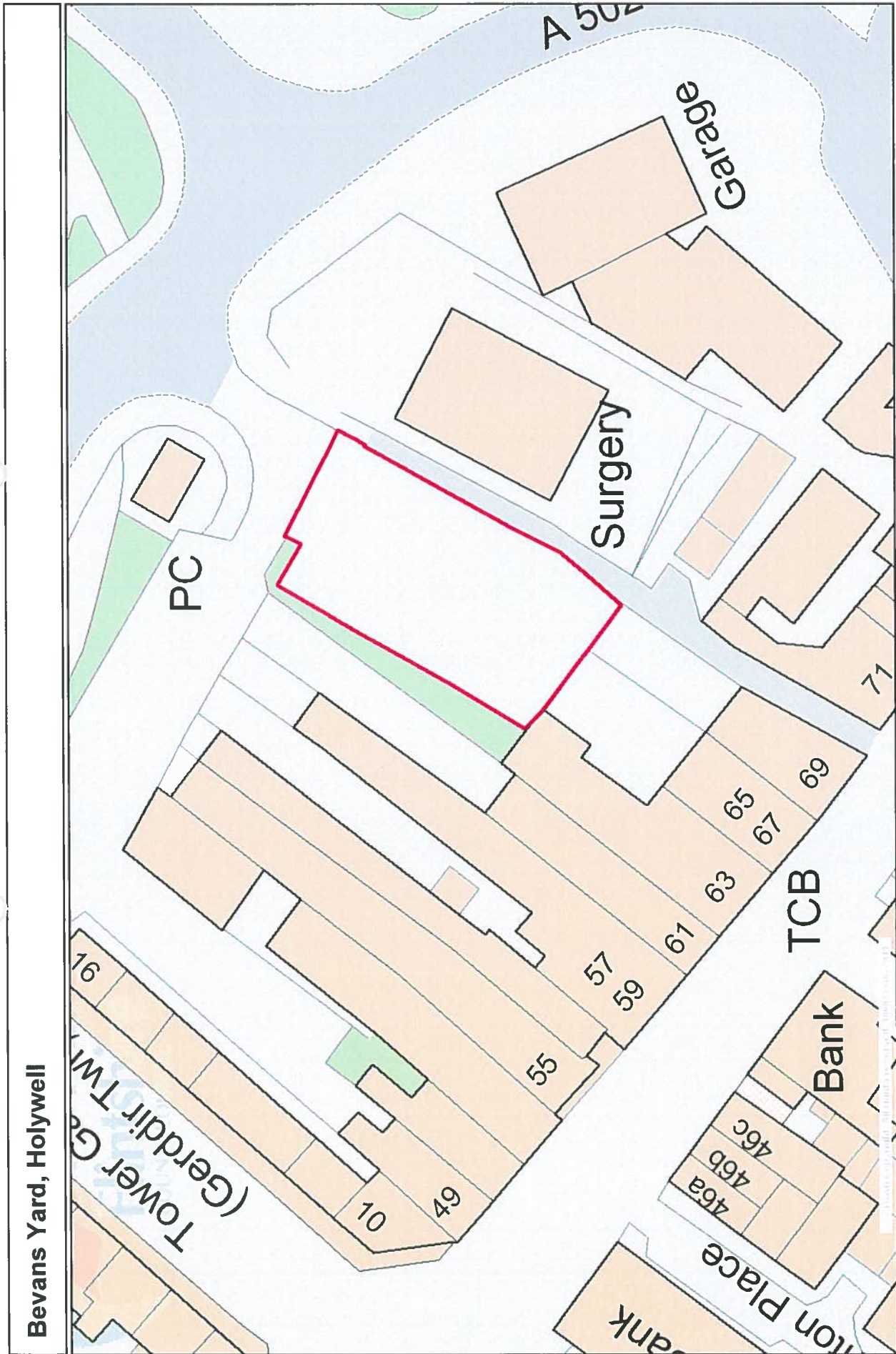
Halkyn Street, Holywell



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Bevens Yard, Holywell

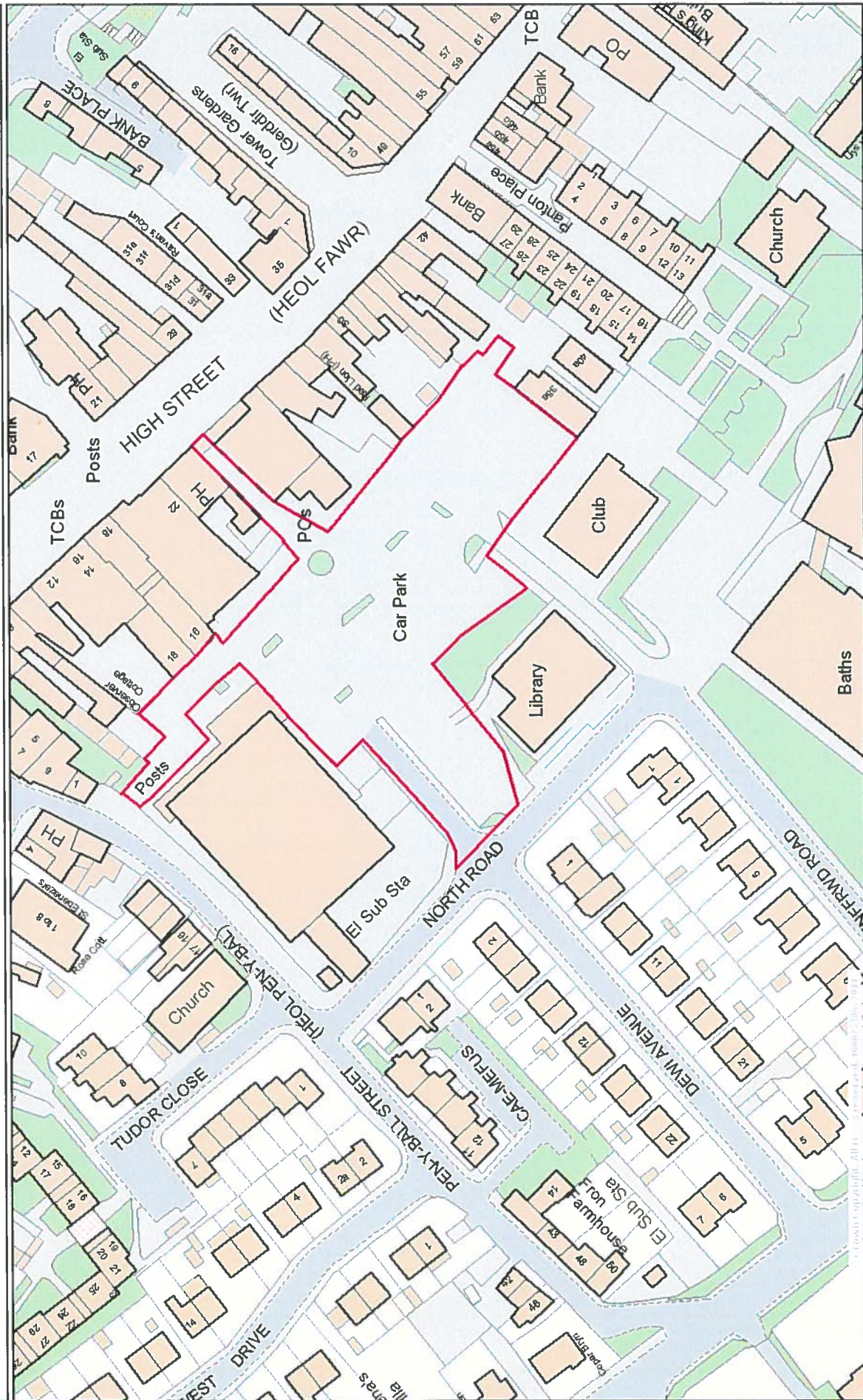


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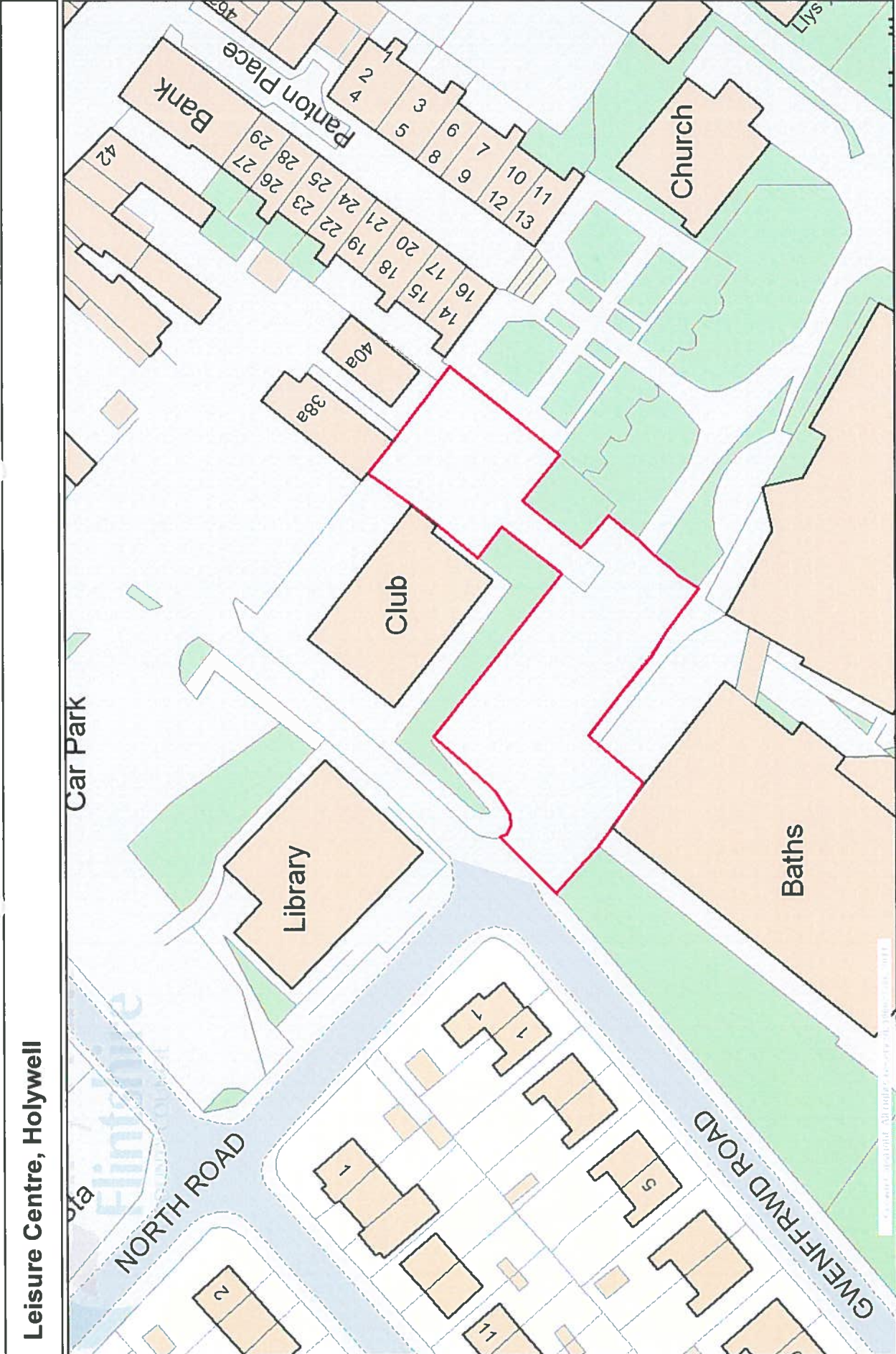
Somerfield Car Park, Holywell



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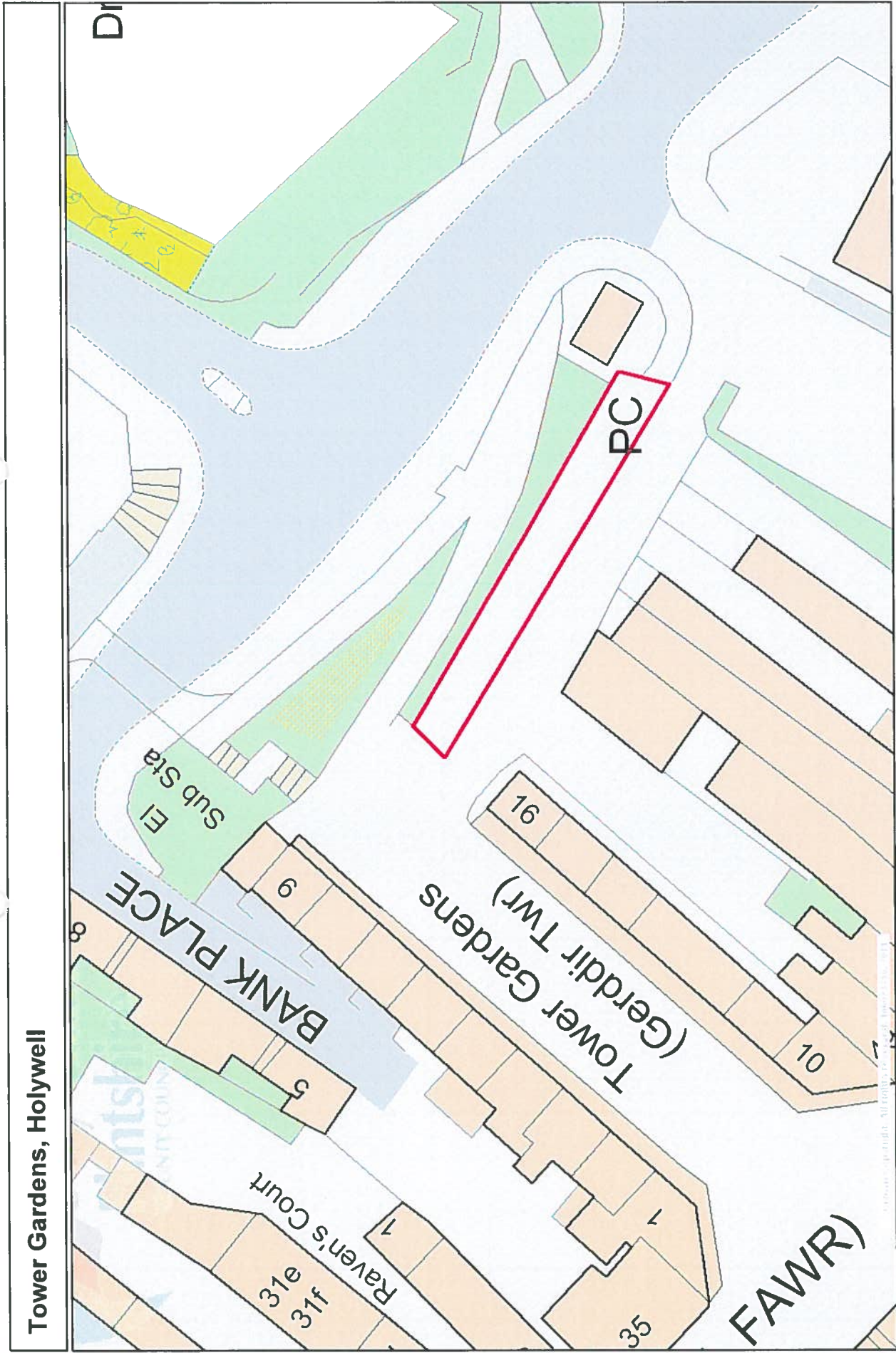
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Leisure Centre, Holywell

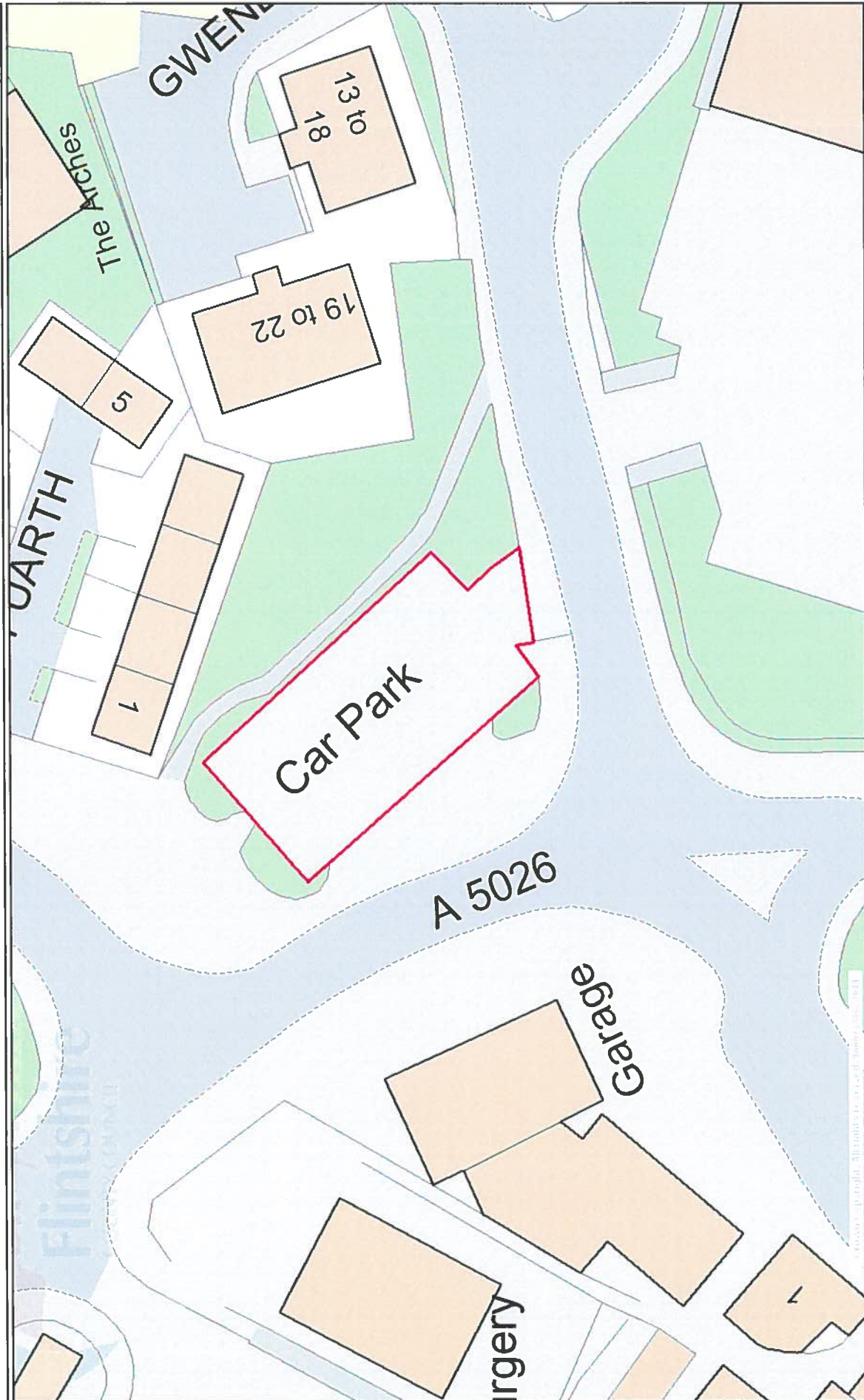
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Tower Gardens, Holywell

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Plas Yn Dre, Holywell



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Centre = 3 18779 E 375838 N
Date 26/7/2013
Name



PROPOSED charging tariffs for Pay & Display Car Parks;

This proposed change to tariff clearly defines short and long stay parking areas and fees applicable for all users (including motorcycle bays);

CURRENT Tariff	Car Parks	NEW Tariff	Hours of Operation
No charge	Leisure Centre	20p for up to 2hrs 50p for up to 4hrs	Monday to Saturday 08:00 to 17:00
No charge	Somerfield	20p for up to 2hrs 50p for up to 4hrs	Monday to Saturday 08:00 to 17:00
No charge	Plas yn Dre Bevans Yard Tower Gardens Halkyn Road	20p for up to 2hrs 50p for up to 4hrs £1.00 for all day	Monday to Saturday 08:00 to 17:00

PROPOSED improvements to car parks;

As part of this review and in line with the change to the parking tariff it is also proposed to introduce the following improvements to the car parks, the timescales for introduction are also detailed;

Proposed Improvement	Timescale
Pay & Display signage to be erected near each machine, identifying charges, appeals processes, etc.	1 September 2015
Entrance signage where necessary identifying its purpose, and remove all unnecessary signage	1 September 2015
Motorbike parking spaces designated in a number of car parks	1 September 2015

Traffic Regulation Orders (TRO) REVIEW

The following Traffic Regulation Order request is to be advertised shortly, and subject to objections received arrangements will be made to implement as soon as practical;

Location	Description	Appendix No
Inner Ring Road	2 laying over bays (for buses)	1

Below is a list of proposed Traffic Regulation Orders and/or highway improvements that have been considered for charge as part of this process and the timescale for each dependant on their importance;

Location	Description	Implementation timescale	Appendix No
Fron Road	Create a lay-by within the carriageway, with a fixed start/end point (kerbed), moving the centre line across to compensate. (one side only) (provision for 20+ vehicles) Reduce the speed limit from 40mph to 30mph	Before April 2016	2
Whitford Street	Where possible on a specified area, place 30 minute limited waiting bays (one side only) and DYL everywhere else	Before April 2016	3

Other proposals received from Holywell Town Council prior to Civil Parking Enforcement are currently being considered and placed in to a Matrix for delivery; dependant on importance.

The cost of a simple Traffic Regulation Order restriction is around £2,000 to £2,500 (without the legal cost for creating the Order), see below;

- £1,500 advertising
- £500 for simple works; i.e. lining
- £500 signage

The timescale for this process is a minimum 3 months (assuming available resource)

Residential Parking Areas

As part of the parking review residential parking areas have also been considered, and a pilot Residential Parking Scheme in Mold is currently being consulted on (with residents) residing in Gladstone Street, Water Street, Stanley Street and Chapel Street.

In Holywell, the following streets will be considered for residential parking subject to the required consultations and criteria contained within the policy;





- Drew Avenue
- Gwenffryd Road

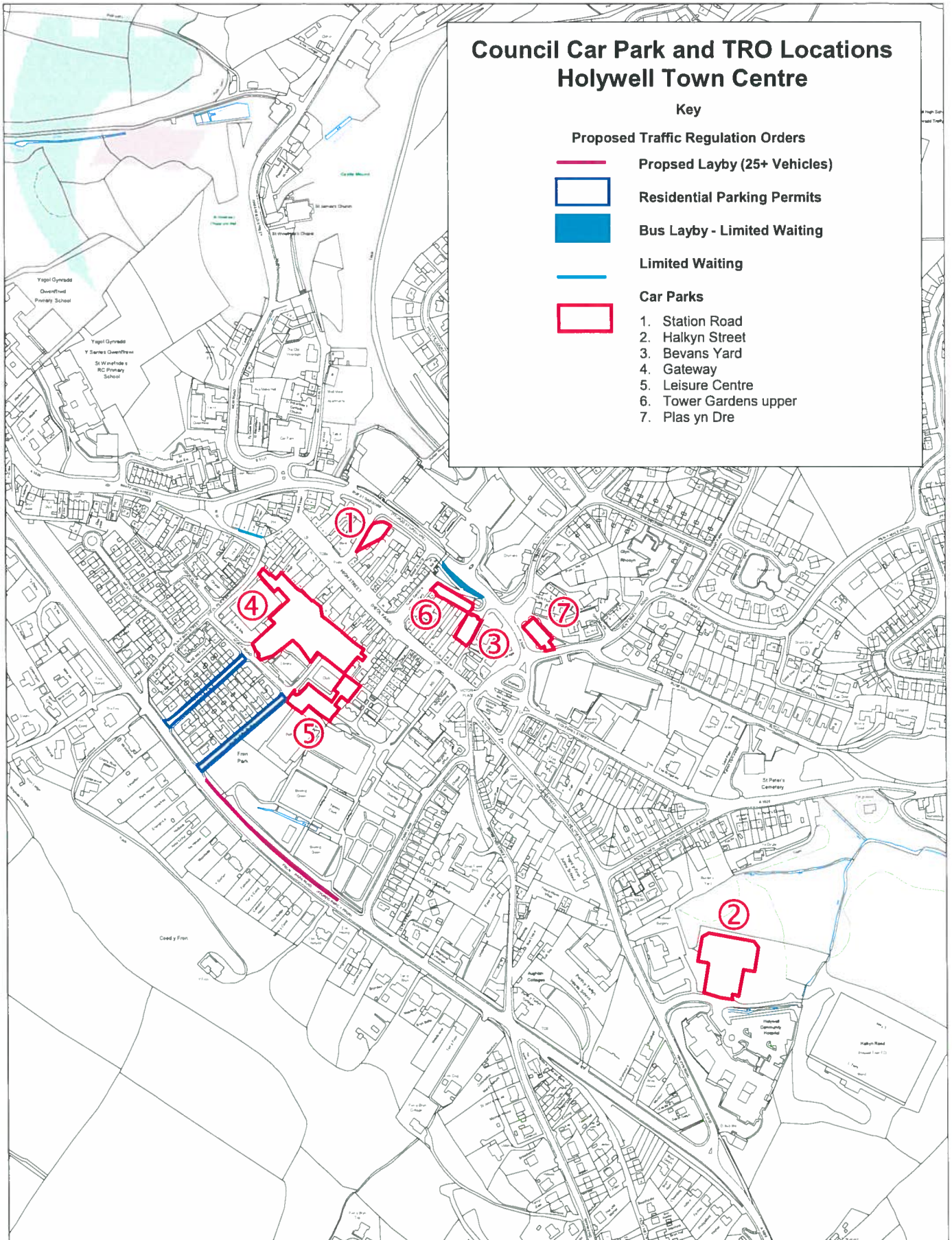
Priority of delivery throughout the authority will be assessed and where it is considered necessary consulted on before charging is implemented.

Policy available on website: www.flintshire.gov.uk/en/PDFFiles/Roads-and-Travel/Policy-for-resident-parking-schemes.pdf.

Council Car Park and TRO Locations Holywell Town Centre

Key

- Proposed Traffic Regulation Orders**
-  Proposed Layby (25+ Vehicles)
 -  Residential Parking Permits
 -  Bus Layby - Limited Waiting
 -  Limited Waiting
- Car Parks**
1. Station Road
 2. Halkyn Street
 3. Bevans Yard
 4. Gateway
 5. Leisure Centre
 6. Tower Gardens upper
 7. Plas yn Dre

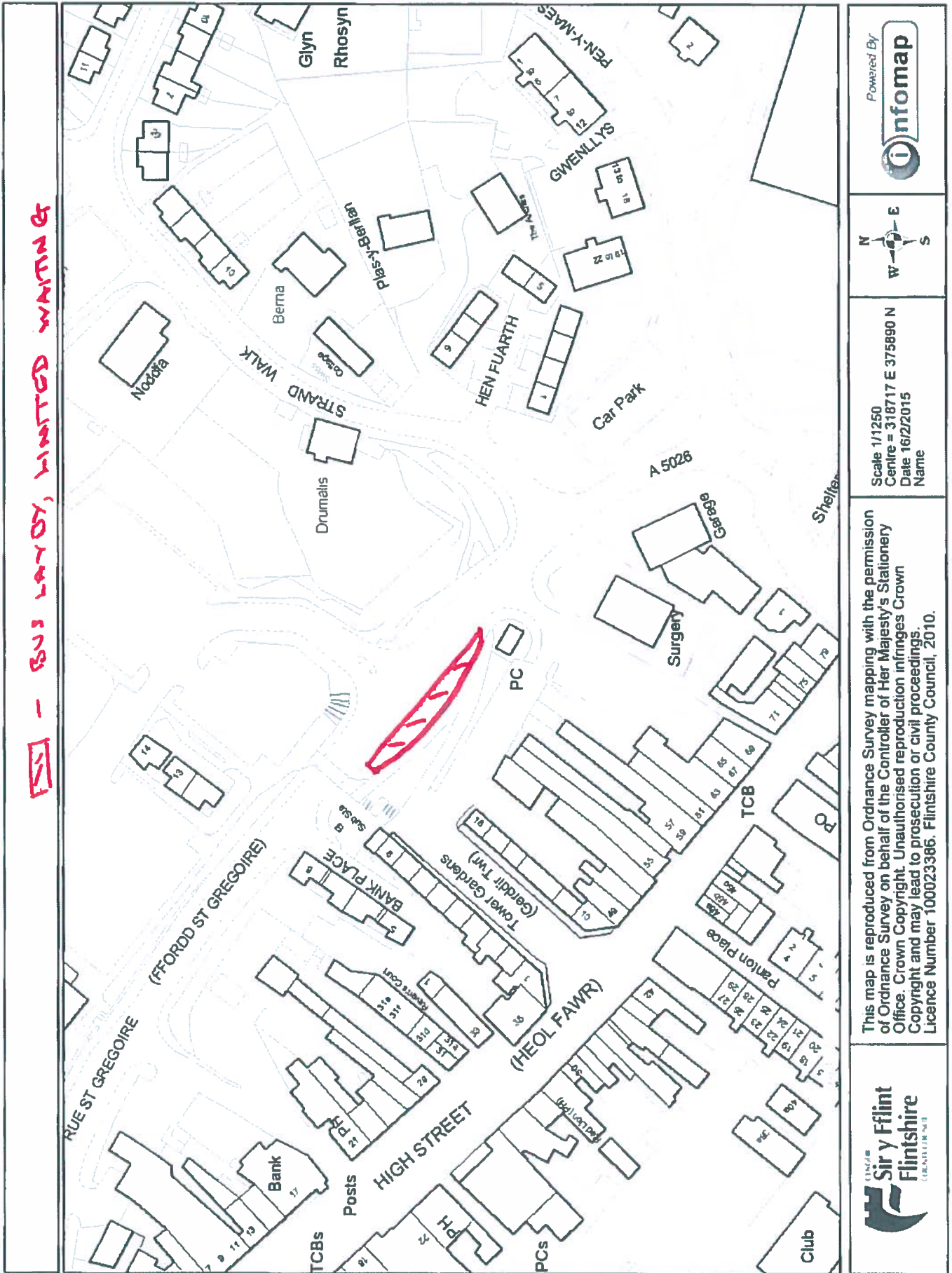


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Planning & Environment,
Flintshire County Council,
County Hall, Mold,
Flintshire, CH7 6NF.
Chief Officer: Mr Andrew Farrow

Scale 1:2500 @ A2
OS Map: SJ 1875
Plotted 13/02/2015

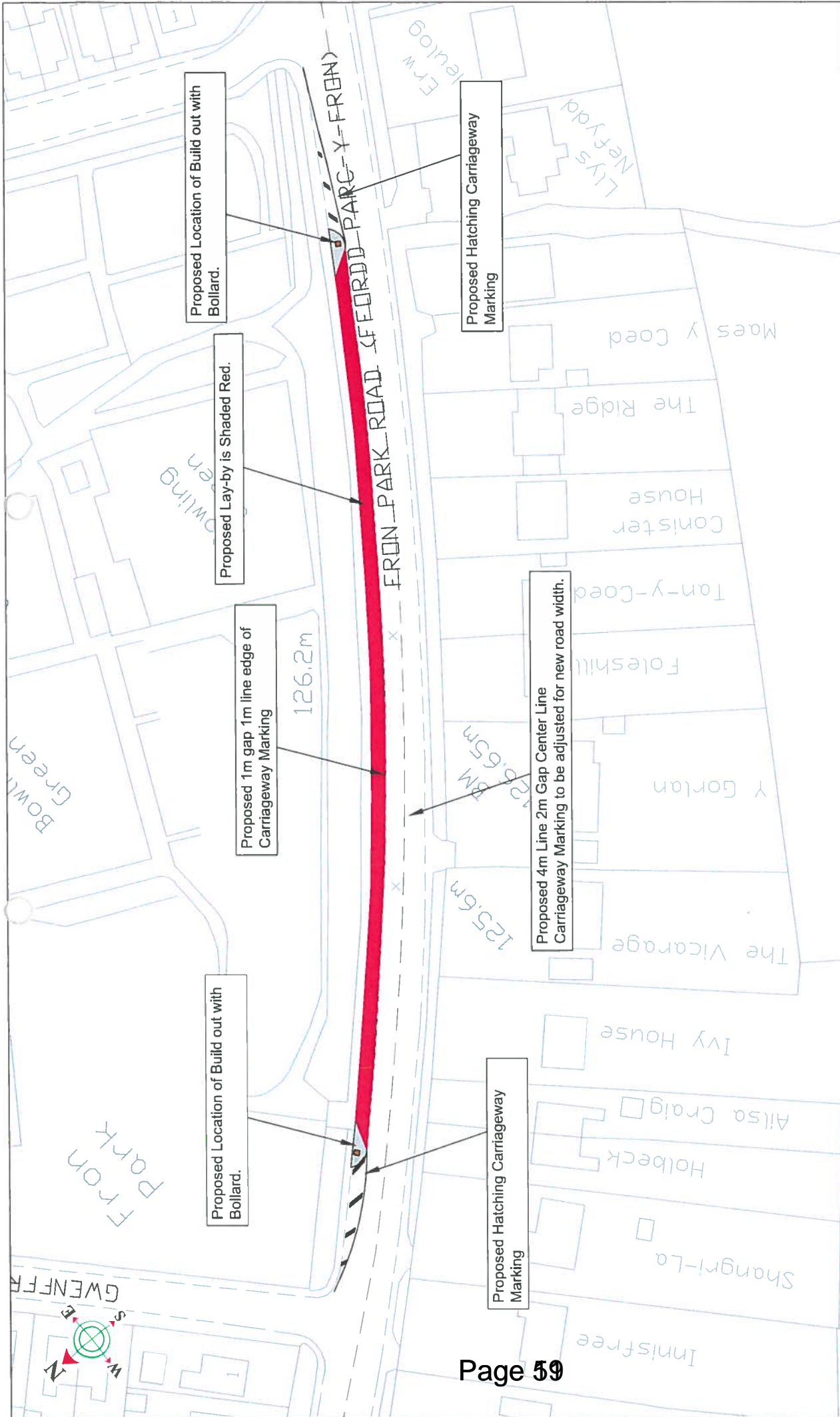




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 Date 16/2/2015
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FRON PARK ROAD
(FEORDD-PARG-Y-FRON)

Fron Park Road
Holywell

Proposed Lay-by and Carriageway Markings
(Sheet 1 of 1)

DRAWING NUMBER HT/15/0000 00 P1

PERLIMINARY	WORKING	AS BUILT	DATE

AMENDMENTS:

NO.	DESCRIPTION	DATE

DRAWN BY: NGW

CHECKED BY: GP

SCALE: 1:NTS @ A3

NAT. GRID. REF: 318495 375658

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**Sir y Fflint
Flintshire
COUNTY COUNCIL**

CARL LONGLAND
Director of Environment
Cyfarwyddwr yr Amgylchedd.

County Hall, Mold, CH7 9HF
Nesed y Str. Yr Wyddgwg, CTR 6HF

TRAFFIC



		<p>Scale 1/577 Centre = 318466 E 375947 N Date 9/4/2015 Name</p>	<p>This map is reproduced from Ordnance Survey mapping with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence Number 100023386. Flintshire County Council. 2010.</p>	
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ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Friday 16 June 2017
Report Subject	Update on the Provision of Residents Parking Schemes and Designated Disabled Bays on the Highway Network
Cabinet Member	Cabinet Member Streetscene and Countryside
Report Author	Chief Officer - Streetscene And Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

The main purpose of the highway is to facilitate traffic movements however parking is accepted where it does not impact upon the movement of traffic, create a safety hazard, obstruct emergency vehicle access or access to properties. In some areas parking on the highway is controlled by restrictions (yellow lines), which are backed up by legal Traffic Regulation Orders (TRO's). Where there is a need for residents to park on street, in the absence of off street parking places, a Resident Parking Scheme can be implemented to allow residents to park in marked bays outside their properties when displaying a valid permit.

Flintshire County Council adopted a Resident Parking Scheme policy in 2013 to assist those living in properties without adequate off street parking arrangements and who have problems parking outside their own properties due to businesses or other motorists utilising the available spaces.

Currently there is no set criteria for prioritising Resident Parking Scheme requests or limiting how many schemes can be considered and this report recommends a process for prioritising schemes and limiting the number of projects that can be progressed each year. The report also seeks a recommendation to update the policy to reflect the process for further consultation where there have been changes in circumstances at particular locations.

The demand for on-street Disabled Parking Spaces has steadily increased in recent years and this report also details how the requests for such spaces are dealt with.

RECOMMENDATIONS

1.	That Scrutiny recommends Cabinet approve the changes to the existing Residents Parking Policy
2.	That Scrutiny recommends Cabinet approve the Residents Parking Scheme Assessment Matrix which will be used to prioritise future requests

	for Residents Parking Schemes.
3.	That Scrutiny notes the criteria and process for the provision of marked disabled parking bays on the public highway.

REPORT DETAILS

1.00	EXPLAINING THE REQUIREMENT TO AMMEND THE RESIDENT PARKING POLICY
1.01	Flintshire County Council adopted a Resident Parking Policy in 2013 (Appendix 1) in order to assist residents living in properties without off street parking provisions by providing designated parking on the roads in the locality of their properties. The associated order prevents local businesses or other motorists utilising residential areas for parking to avoid paying car parking charges in the town centres.
1.02	Since the introduction of the policy, a number of schemes have been progressed to the "local ballot" stage however in every case the proposal has failed to obtain the required level of local support at this point of the process and therefore currently no residents parking schemes have been implemented in the County. Significant staff resources are required to bring each proposal to the ballot stage and consequently it is not possible to progress every request for Residents Parking Schemes.
1.03	Despite the lack of successful projects, there is an ever growing demand for Residents Parking Schemes by residents and community areas across the County and a method of prioritising requests is now required. This will limit the number of schemes that can be progressed in each year to match the resources and budget available.
1.04	It is proposed therefore that a Resident Parking Scheme Assessment Matrix (Appendix 2) is implemented to prioritise the requested schemes. This will score the relevant requirements of the policy against the need for the local scheme and is consistent with the Traffic Regulation Order Assessment Matrix which is currently used for prioritising TRO requests. Currently the three highest scoring Resident Parking Schemes will be progressed during each financial year from current budgets within the Streetscene and Transportation portfolio
1.05	<p>The current policy does not define when a proposed scheme can be revisited, once it had been rejected by residents or if a proposal can be reconsidered by a reduced area or zone within the original area. It is therefore proposed that a residents only parking proposal can be reconsidered in the following situations:</p> <ul style="list-style-type: none"> • There has been significant change to the traffic or parking management arrangements in the vicinity, such as increased car parking charges or the implementation of an adjacent Traffic Regulation Order. • A particular street or group of streets within the original zone are experiencing particular parking issues and a proposal to seek

	<p>support for a smaller zone receives the support of both the Local Member and Town/Community Council.</p> <p>Any reassessment would be subject to prioritisation through the matrix detailed within this report and would be considered against all other requested schemes received within that financial year.</p>
1.06	The existing Resident Parking Policy has been updated to include the changes detailed in this report - Appendix 3
1.07	<p>The provision of on-street disabled parking bays</p> <p>A disabled resident, whether permitted to drive a vehicle or not, may apply to Flintshire County Council for an on-street disabled parking bay outside their property. The cost of providing the marking will be chargeable to the resident.</p>
1.08	Following the initial request from the resident, support from the respective Local Member would need to be obtained in the first instance with an extended consultation with residents on either side of applicant's property undertaken thereafter. Provided that no valid objections were raised as part of this process, the applicant can consider one of the following options;
1.09	<p>Option 1</p> <p>Non-formalised bays are generally preferred by applicants given they do not require a legal order and therefore, offer both financial and time savings when compared to implementing a formalised bay. That said, should the bays be misused by non-blue badge holders, the Authority will be powerless to take enforcement action against those drivers who choose to ignore the requirements of the bay. In addition, applicants are made aware that it is not possible for the Authority to reserve a section of the Public Highway for the exclusive use of an individual, and therefore, the bay may also be utilised by other blue badge holders regardless of their home address.</p> <p>The Disabled bays are marked in white on the carriageway and will consist of bilingual markings in accordance with the Authority's Welsh Language Policy.</p> <p>Approximate Cost - £175.</p>
1.10	<p>Option 2</p> <p>Formal On-Street Disabled Bays require the implementation of a legal order and will therefore be subject to a full statutory consultation procedure inviting formal objections against the proposals. The cost of installing a formalised disabled parking bay is substantially higher than the installation of a non-formalised bay however, should the bay be misused by non-blue badge holders the Local Authority can issue offenders with a penalty charge notice. As above, applicants are informed that they will not have exclusive rights to the bay and may be used by other blue badge holders regardless of their home address.</p>

	<p>Applicants are made aware that the outcome of any such consultation exercise cannot be pre-empted, and there is no guarantee that an application will come to fruition despite the costs of formal advertisement being incurred to the applicant.</p> <p>Formal on-street disabled bays are also marked in white on the carriageway and will consist of bilingual markings in accordance with the Authority's Welsh Language Policy with associated signage (also bilingual) placed on the footway or verge.</p> <p>Approximate Cost - £1800.00</p>
1.11	The Traffic Signs Regulations and General Directions 2007 requires on-street disabled bays to have a preferred width of 3.6 metres, with a minimum of 2.7 metres and a length of 6.6 metres. However, the width can be reduced to an absolute minimum of 1.8 metres in some instances. The purpose of the maximum dimensions is to provide for rear and side disabled access clear of either parked vehicles or moving traffic and these requirements often result in some locations failing to meet the minimum requirements with requests being rejected before local consultation even takes place.

2.00	RESOURCE IMPLICATIONS
2.01	Resident only parking schemes are provided from existing budgets within the Streetscene and Transportation portfolio however the cost of arranging and consulting on the order and the required signage and road-markings are recovered through the annual permit costs paid for by each resident.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With Cabinet Member
3.02	Once location has been identified consultation is carried out with Local Member(s), residents and businesses in the locality

4.00	RISK MANAGEMENT
4.01	Vehicle displacement will be considered on a case by case basis
4.02	The number of scheme requests a year will be significantly higher than can be accommodated

5.00	APPENDICES
5.01	Appendix 1 – Current Resident Parking Policy

5.02	Appendix 2 – Resident Parking Scheme Assessment Matrix
5.02	Appendix 3 – Revised Residents Parking Policy

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	<p>Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk</p>

7.00	GLOSSARY OF TERMS
7.01	<p>Resident Parking: Clearly marked parking bays on street outside residential properties which allows parking with a permit only.</p> <p>TRO – Traffic Regulation Order</p>

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FLINTSHIRE COUNTY COUNCIL

POLICY FOR RESIDENT PARKING SCHEMES

1.0 Background

1.1 The main purpose of the highway is for traffic movement and there is no inherent right for any vehicle to park on a public highway. Parking is accepted where it does not impact upon the movement of traffic, create a safety hazard, obstruct emergency vehicle access or access to properties.

1.2 In other areas parking on the highway is controlled by restrictions introduced by Traffic Regulation Orders after the completion of formal statutory procedures and the resolution of public objections in consultation and subject to Member approval.

These restrictions can take different forms:-

- * double yellow lines prohibiting all parking, introduced specifically for highway safety needs and generally containing exceptions for loading/unloading and disabled badge holders (Providing that these vehicles do not create an obstruction).

- * Single yellow lines restricting parking to specific periods (usually associated with highway operational needs) and containing the same objections.

- * designated parking areas, identified where vehicles can be parked and under what conditions (e.g. time limited and/or pay on street parking) These ration on-street parking in cases where the demand exceeds the supply. It can also cover residential permit parking where residents' parking is prioritised over other highway users.

1.3 Resident Parking Schemes, also introduced by means of a Traffic Regulation Order, provide an alternative mechanism for managing parking demands, in situations where it is not reasonable to manage parking problems through conventional parking restrictions and to make town centres and fringe areas more attractive.

1.4 This policy sets out the principles for the establishment of Residents Parking Schemes. However the issue as a whole can be very complex, with many individual circumstances that can be difficult to address within a prescriptive policy and a degree of interpretation for specific schemes is therefore desirable and inevitable.

2.0 Advantages and Disadvantages of Residents of Parking Schemes

2.1 Whilst there are immediate and obvious attractions for implementing residents' parking schemes there are both advantages and disadvantages:-

Advantages

- * Discourage commuter/shopper/business parking in residential streets.
- * Enhanced environment in residential areas.
- * Residents may find their on-street parking to be easier and more convenient.
- * May provide improved parking and traffic management.
- * Can produce road safety benefits.

Disadvantages.

- * Possible knock-on effect of relocated commuter/shopper/business parking.
- * Costs of introduction and management and payment for permits. On these grounds it is recommended that any individual scheme should be self-financing.
- * Permits do not absolutely guarantee a parking space.
- * May only help manage an under supply of spaces and not solve problems.
- * Can lead to inefficient use of on-street parking space.
- * There are risks that a scheme could reduce levels of on-street parking, with problems for visitors and businesses.

3.0 Types of Parking Permit Schemes

3.1 There may be considered, to be broadly three types of location where residents parking schemes may be appropriate:-

3.2 Demand for Parking Exceeds Supply - Exclusive Permit Schemes.

This is the most traditional and common form of scheme, where a street or area is divided into prohibited and permitted parking areas. To park in a permitted area, a vehicle would be required to display a valid permit. The permit categories may vary but usually provide for residents, visitors, health care workers serving residents and other users the Council may consider to be appropriate. This system provides optimum benefit to residents but low levels of residents' parking can lead to an inefficient use of on-street parking provision, in areas where the overall parking supply is limited.

In areas where the demand for on-street spaces from residents alone exceeds the supply, the management and allocation of permits can be problematic. This is particularly so where a scheme results in a reduction in kerbside space

by the formalisation of parking provision, e.g. clearing parking from junctions etc.

3.3 On-Street Parking Control with Relaxation for Residents – Shared Spaces.

This type of scheme is referred to as 'shared space', where there is dual use of on-street space, overcoming the under use, resulting from the under use issues experience in the exclusive permit schemes detailed above. This scheme enables the time-limited use of on street space (which may or may not be charged for) to operate alongside vehicles with residents' permits that would be exempt from either time or charge restrictions. In isolation, these schemes may eliminate the need for the administration of permits for visitors, carers etc. Possible variations to this type of scheme could provide for the provision of exclusive residents parking bays.

3.4 Areas where Parking has Environmental/Safety/Traffic Management Issues

In some instances the management of parking may be desirable for highway management of traffic flow/safety reasons. Whilst this category can include residents' parking as a management feature, it should be noted that more conventional parking restrictions can be as effective, but where these could interfere with residents, schemes to accommodate their needs may be appropriate.

4.0 Criteria for the Consideration of Residents' Parking Schemes

4.1 The main criteria for the justification of a residents' parking scheme is that there is insufficient highway space for the residents of an area to park, as a result of the presence of vehicles arising from visitor, business or commuter parking and/or as a result of existing parking restrictions. Initial principles would be that:-

- * There should be clear evidence of residents support for a scheme in advance of any details of the scheme being prepared.
- * The enforcement associated with all schemes to be undertaken by the Councils Civil Parking Enforcement Officers.
- * Residents' parking schemes would not be introduced where the majority of residents have off-street parking or where there is insufficient on-street space to accommodate both residential and non residential parking.
- * Generally schemes should not be introduced to manage parking in situations where the problem is linked to over demand from residents for on-street spaces.
- * There is a presumption against small isolated areas remote from the principle areas of parking enforcement.

4.2 It is recommended that the following general principles should be adopted to help further define a manageable scheme or to develop an initial scheme:-

- * At least 50% of properties in any proposed area to have no off-street parking.
- * At times when parking problems are caused by non-residents the kerb space occupied by residents should exceed 40% of the total available.
- * There is sufficient kerb space to enable 85% of all households to park at least one vehicle on-street.
- * Schemes should not create unacceptable problems on adjacent roads.
- * The introduction of reserved parking in areas where parking spaces are severely limited shall not affect the commercial viability of the area.

4.3 Any requests that do not meet these criteria should not be considered further unless:-

- * The scheme forms part of a wider integrated traffic/parking management scheme.
- * There are road safety problems.
- * The parking impact from development in residential areas would be adverse.
- * There are schemes being promoted to use alternative facilities such as off-street parking.

5.0 Legal Framework & Management

5.1 The issue of a Parking Permit will at no time absolve the permit holder from parking legally, without due care and without creating an obstruction. The Council will not accept any responsibility for the damage, theft or loss of, or to, any vehicle or its contents whilst parked in a Residents' Parking Zone. When operated under Civil Parking enforcement procedures, vehicles parking in Residents' Parking Zones without displaying a valid permit will be subject to a Penalty Charge Notice, enforced through the Civil Parking processes and powers, and normal approved procedures will be followed.

5.2 Any schemes implemented under the Civil Parking Enforcement processes will be managed by the Councils parking Services and all appropriate management and appeals processes would apply.

5.3 All schemes will be operated in full accordance with the Council's race and equal opportunities policies and in all decisions preceding any scheme implementation, all comments from special needs groups will be assessed.

6.0 Definitions and Permit Details

6.1 In order for schemes to operate satisfactorily and without ambiguity, it is necessary to detail vehicles that would qualify for permits and the type of permits issued.

6.2 Permitted Vehicles

* Permits will only be issued to cars and light goods vehicles with a weight limit of 3.5 tonnes or under. Vehicles that exceed 6 metres in length, 2.44 metres in height or are capable of carrying more than 13 people including the driver will all be excluded from applying for permits.

* Permits will not be issued to motor cycles due to display practicalities, but, wherever possible, motorcycles will be provided a designated parking area where there is a demand. Should this not be possible or if there is insufficient demand motorcycles may park in permit bays without a permit, subject to prior written approval from the Council.

* Individual permits will not be issued for caravans or trailers, although these may be parked within a scheme on a short term basis whilst loading/unloading provided that they are hitched to a vehicle bearing a valid permit.

6.3 Issue of Permits and Associated Definitions.

The holding of a permit will not guarantee a parking space within a zone and where there are separate zones within an area permits will be zone specific. **No scheme will however be designed, unless the likelihood of spaces not being available to permit holders is low.** Although some indication of definitions and requirements for permit eligibility is provided in this document, further considerations may be required for specific designs.

6.4 Permits and Use

* Permits will be issued on a renewable annual basis and be effective for a period of 12 months. The issue and renewal will be by individual request and via appropriate application forms.

* Permits will show the name and title of the issuing Authority, the relevant parking zone, the vehicle registration number and a reference number. Any specialist permits will provide individual details.

* All permits must be displayed on the inside surface of the windscreen so that recorded particulars are clearly visible.

* The council reserves the right to permits in the event of fraudulent or inappropriate use without any reimbursement of costs.

* Where a hire or courtesy car replaces an existing vehicle a Visitor/Temporary Permit may be issued for a limited period.

* A permit will not be required for vehicles carrying out essential duties and statutory powers, including emergency service vehicles whilst attending an emergency, statutory undertakers, postal collection/delivery, council/government business and formal wedding cars and hearses. In addition permits will not be required for vehicles engaged in the loading/unloading of goods or where passengers are boarding or alighting.

6.5 Residents Permits

The following definitions and guidance should be considered as a part of a residents' parking scheme:-

* A resident will be considered as any person who resides at a residence within the defined scheme, for at least four nights a week and should be registered in the Council Tax records.

* A residence will be defined as a domestic property listed under the Council Tax definitions.

* Specific notes should be made of Houses of Multiple Occupancy, where a house has been converted into a number of separate flats or apartments, at the time of the introduction of the scheme, each of which meets the formal classification of a residence, then each would be eligible to apply for both residents' and visitors permits (as applicable) and as allowed under the policy, or applicable to the individual scheme. However where one house has been converted to contain a number of habitable rooms, remaining as one property, it will be treated as a single residence.

* The number of Residents' Permits available to one property will be specific to the scheme, to allow some flexibility in interpretation.

*The following guidelines will be adopted to underpin permit provision:-

(a) Initially one permit and one visitor permit will be issued to an individual residence but subject to an assessment of parking demand/supply within a zone, additional permits may be available.

(b) Where a residence has at least one off-street parking space available, it would not be eligible for the full allocation of residential permits per residence. It would however be eligible for any allocation of visitors' permits and may be eligible for any subsequent allocation of second round residents' permits.

* (c) Residents' permits will normally be specific to one registered vehicle and proof of ownership/responsibility must be provided to the satisfaction of the Council.

* (d) Residents who are only entitled or choose to apply for only one permit may specify two registration numbers to be inserted on the

permit, to enable them to decide which vehicle is parked in the bays and to avoid swapping cars on and off a driveway. However it is stressed that a permit **must** be displayed at all times on vehicles parked within the residents' parking bays. Penalty Notices will be issued for any vehicle failing to **display** a valid permit and not for failing to **own** a permit.

6.6 Blue Badge Holders

All Blue badge holders will require a relevant Residents Parking permit to park in any Residents' Parking Zone. Any existing on-street disabled parking bays within a zone will be retained, but in order to park within these, both a Blue Badge and valid Residents parking Permit will need to be displayed.

6.7 Attendance Permits

Visitors delivering health and care needs to residents will be afforded access under the schemes. Those residents who live within the zone may apply for a parking permit for family or professionals who visit the property to provide care or medical needs. Where parking demand is heavy, these permits may be restricted to those residents who do not hold a Residents Parking permit. Permit applications in these cases will require to be supported by the resident's medical practitioners.

6.8 Visitors Permits

Visitor permits will be available to all residents within a scheme on submission of proof of residency at a concessionary rate. Should conditions permit additional permits may be available at an undiscounted cost.

6.9 Business Permits

Any business that operates from within a Residents Parking Zone will be eligible for a business permit; although if any form of off-street parking is available these would be severely restricted. Customer parking provision can be catered for by the provision of alternative parking controls e.g. short limited waiting in the vicinity of a small shop.

6.10 Special Permits.

The predominant parking users will be covered by the permits listed above, a few isolated uses lie outside those defined. At the Councils discretion special permits may be authorised for restricted periods on individual application. These will cover health workers, maintenance contractors, visiting tradespersons etc. Within the design of schemes, specific arrangements will be considered for churches and individual businesses located within defined zones but any charges will need to reflect administrative costs.

7.0 Financial Principles

7.1 The costs of Residents Parking Schemes can be split into two categories.

(a) Set up costs i.e. Capital costs covering the investigation of schemes, consultation, design, traffic order and changes to signs and lines.

(b) Ongoing operational costs for enforcement and management.

7.2 It is recommended that all schemes should be fully self financing, including the repayment of all initial set up costs. Any operational surplus should be ring fenced for use on the improvement of parking facilities throughout the County area.

8.0 Scheme Implementation

8.1 From past history it can be expected that the number of schemes requested will be substantial once civil parking is operational and will probably exceed the Authority's resource capacity in any single financial year. It is recommended that all applications are evaluated by Traffic Section staff in conjunction with Parking Services and a shortlist of those considered to be desirable and practical submitted to the respective Local Members for approval, prior to submission to the approval of the Director of Environment and Executive Board Member. Larger schemes covering more than a single Ward may require Executive Board approval.

These approvals are recommended due to the need to alter Traffic Regulation Orders, to rank schemes in order of priority and to verify that a fair and reasonable evaluation has been undertaken.

Factors for determining relative scheme priorities should be:-

- * The tie in with other works being undertaken e.g. town centre reviews.
- * Emergency vehicle access.
- * Availability of off-street parking for non-residents using the area.
- * Impact of displacing non-residents cars.
- * Size of the scheme proposed.
- * Purposes for which non-residents are parking.

8.2 Consultation and Implementation.

All proposed resident parking schemes will be subject to consultation and will include:-

(a) An initial questionnaire sent to all residents and businesses within and adjacent to the proposed area, to identify the level of concern regarding parking difficulties and to establish the level of support for any proposed scheme. This consultation will be used solely to establish the local community requirements for any scheme. The results from this exercise will then be used to determine the need for and to develop proposals based on the majority views expressed. Full details resulting

from the consultation will be available for examination by any consultee.

(b) Once a scheme has been determined there should be further consultations undertaken by means of a local public exhibition, public meeting or residents group meetings and concentrating on the size and scale of any potential scheme to allow officers to answer any questions, followed by a further questionnaire to all residents and business asking respondents to indicate if they agree or disagree with the scheme.

* The formal stage of the process will involve the publication of Notices of Intent in the press and on site. At this stage any objections received will need to be dealt with and resolved in accordance with the Councils agreed procedures.

A scheme should only be considered for implementation if there is clear support for the proposals from households within the zone and agreement to pay the annual permit costs. For any scheme to proceed it is recommended that a minimum response of 50% will be required to the initial questionnaire with 51% remaining in favour of the proposals at all stages of the consultation process.

9.0 Design

9.1 In considering any schemes there needs to be a clear understanding of the parking problems in the area and the implications of the introduction of any new Residents Parking controls, particularly in terms of the potential relocation of displaced parking. All schemes will be introduced on a zonal basis thereby providing greater flexibility by using spare capacity in one street to supplement another. Zone boundaries should remain logical and easily defined and not large enough to provide a benefit for vehicles 'commuting' whilst remaining in their zone.

9.2 In principle daytime parking restrictions reflecting standard scheme timings (for example Monday to Saturday 8am to 6pm), will be adopted and will be the basis for commencing the design process on local schemes. These parking restrictions can however be inconvenient at times when residential demand is at its highest. Flexibility therefore needs to be applied in determining the actual time period of restrictions within each scheme in order to achieve the parking needs of local residents in practical terms.

9.3 When considering the needs of residents and determining scheme details the following matters will be considered:-

- * Maintaining traffic flow and visibility at junctions.
- * Vehicle accesses.
- * Loading/unloading requirements.

- * Bus stops.
- * Needs of Blue Badge holders.
- * Limited waiting areas for local business.
- * Visitors and other categories of drivers who need to park within the zone.
- * Use of the area i.e. residential or commercial.
- * Safety of public within the zone.

The objective being to maximise the number of residents spaces, reduce the amount of commuter/business parking in residential areas and also provide proper consideration of special issues such as schools/churches and businesses to minimise disruption.

9.4 All signing and markings must be in accordance with the current Traffic Signs Regulations and General Directions and the relevant sections of the Department of Transport/Welsh Assembly Government's Traffic Signs Manual.

9.5 Individual parking bays will not normally be provided. Continual marked bays current at the time will normally be provided in accordance with the Regulations. Vehicles must be wholly parked within a marked bay with no part spanning another bay or extending over yellow lines or some other restriction. Failure to comply with this requirement will make the Permit holder liable to a Penalty Charge Notice.

9.6 Restricted Zones can be used with special authorisation from the Welsh Assembly Government although the approval process can be lengthy. Within these yellow lines can be removed and the marked bays omitted. However, signs are still required to advise motorists of the restrictions and in practice these are only recommended for small areas and cul-de-sacs for clarity of enforcement, as motorists are only made aware of the restrictions at the zone entry points.

9.7 Upon completion of a scheme and within the first year arrangements will be made to undertake an operational review and if necessary initiate improvements in accordance with the approved procedures.

10 Scheme Charges and Review

10.1 Charges for Permits shall be determined by the Authority and should be set at a level that covers the enforcement and operational costs of the scheme. All charges should be clearly set out and published in any consultation literature, along with all other Terms and Conditions of the Residents' Parking scheme.

10.2 All Permit charges shall be reviewed annually.

10.3 The recommended current level of Permit charges are as follows:-

* Residents' Permits	£25 per annum including 'Blue Badge' holders
* Attendance Permits	Provided without costs.
* Visitor Permits	£5 per book of 10
* Business Permits	£200 per permit
* Second Permits	same charges as above
* Special Permits	covered outside of this policy by dispensations and waivers

10.4 Responsibility for the renewal of Permits is the responsibility of holders. Existing Permit holders will be invited to renew their permits on an annual basis by the Council. In the event that a resident fails to renew their permit before the expiry date, the permit will become invalid.

10.5 The Permit period shall extend from 1 April to 31 March.

10.6 Refunds will be provided where Permits are no longer required. Permits must be returned to the Parking Services Section, Environment Department, County Hall, Mold CH7 6NF and all refunds shall be calculated on the basis of remaining full months less a deduction of 10% of the annual permit costs for administration.

10.7 Lost or stolen Permits must be reported immediately to the Parking Services Section at the address in 10.6 above. A replacement permit will be issued subject to an administration of 10% of the annual permit cost, providing that all terms and conditions are met.

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Resident Parking Scheme

Assessment Matrix

Scoring (S)

- 5 = Outstanding
- 4 = Very Good
- 3 = Good
- 2 = Adequate
- 1 = Poor
- 0 = No Evidence

Location

CRITERIA	WEIGHTING (W)	SCORING (S)	ASSESSMENT VALUE (WxS)
Properties without adequate off street parking provision	50 % = 1 75% = 3 100% = 5		
Significant change to traffic/parking management in locality	No change = 1 Minimal change = 2 Significant change = 5		
Sufficient kerb space to enable 85% of households to park at least one vehicle on-street	Minimum 85% = 3 Over 85% = 5		
Affects on the free flow movement of traffic	Principal Road / Arterial Route = 1 Non Principal Road = 5		
Displacement Impact on neighbouring streets	Maximum impact = 1 Minimum Impact = 5		
Detrimental impact commercial viability	Maximum Impact = 1 Minimum Impact = 5		

Appendix 2

Scheme support	Community = 3 Local Member = 5		
Recorded Accidents associated with uncontrolled parked vehicles	5		
Deliverability	High Risk = 1 Medium Risk = 3 Low Risk = 5		
			TOTAL:

FLINTSHIRE COUNTY COUNCIL

POLICY FOR RESIDENT PARKING SCHEMES

1.0 Background

- 1.1 The main purpose of the highway is for traffic movement and there is no inherent right for any vehicle to park on a public highway. Parking is accepted where it does not impact upon the movement of traffic, create a safety hazard, obstruct emergency vehicle access or access to properties.
- 1.2 In other areas parking on the highway is controlled by restrictions introduced by Traffic Regulation Orders after the completion of formal statutory procedures and the resolution of public objections in consultation and subject to Member approval.

These restrictions can take different forms:-

- * double yellow lines prohibiting all parking, introduced specifically for highway safety needs and generally containing exceptions for loading/unloading and disabled badge holders (Providing that these vehicles do not create an obstruction).
 - * Single yellow lines restricting parking to specific periods (usually associated with highway operational needs) and containing the same objections.
 - * designated parking areas, identified where vehicles can be parked and under what conditions (e.g. time limited and/or pay on street parking) These ration on-street parking in cases where the demand exceeds the supply. It can also cover residential permit parking where residents' parking is prioritised over other highway users.
- 1.3 Resident Parking Schemes, also introduced by means of a Traffic Regulation Order, provide an alternative mechanism for managing parking demands, in situations where it is not reasonable to manage parking problems through conventional parking restrictions and to make town centres and fringe areas more attractive.
- 1.4 This policy sets out the principles for the establishment of Residents Parking Schemes. However the issue as a whole can be very complex, with many individual circumstances that can be difficult to address within a prescriptive policy and a degree of interpretation for specific schemes is therefore desirable and inevitable.

2.0 Advantages and Disadvantages of Residents of Parking Schemes

2.1 Whilst there are immediate and obvious attractions for implementing residents' parking schemes there are both advantages and disadvantages:- Advantages

- * Discourage commuter/shopper/business parking in residential streets.
- * Enhanced environment in residential areas.
- * Residents may find their on-street parking to be easier and more convenient.
- * May provide improved parking and traffic management.
- * Can produce road safety benefits.

Disadvantages.

- * Possible knock-on effect of relocated commuter/shopper/business parking.
- * Costs of introduction and management and payment for permits. On these grounds it is recommended that any individual scheme should be self-financing.
- * Permits do not absolutely guarantee a parking space.
- * May only help manage an under supply of spaces and not solve problems.
- * Can lead to inefficient use of on-street parking space.
- * There are risks that a scheme could reduce levels of on-street parking, with problems for visitors and businesses.

3.0 Types of Parking Permit Schemes

3.1 There may be considered, to be broadly three types of location where residents parking schemes may be appropriate:-

3.2 Demand for Parking Exceeds Supply - Exclusive Permit Schemes.

This is the most traditional and common form of scheme, where a street or area is divided into prohibited and permitted parking areas. To park in a permitted area, a vehicle would be required to display a valid permit. The permit categories may vary but usually provide for residents, visitors, health care workers serving residents and other users the Council may

consider to be appropriate. This system provides optimum benefit to residents but low levels of residents' parking can lead to an inefficient use of on-street parking provision, in areas where the overall parking supply is limited.

In areas where the demand for on-street spaces from residents alone exceeds the supply, the management and allocation of permits can be problematic. This is particularly so where a scheme results in a reduction in kerbside space by the formalisation of parking provision, e.g. clearing parking from junctions etc.

3.3 On-Street Parking Control with Relaxation for Residents – Shared Spaces.

This type of scheme is referred to as 'shared space', where there is dual use of on-street space, overcoming the under use, resulting from the under use issues experience in the exclusive permit schemes detailed above. This scheme enables the time-limited use of on street space (which may or may not be charged for) to operate alongside vehicles with residents' permits that would be exempt from either time or charge restrictions. In isolation, these schemes may eliminate the need for the administration of permits for visitors, carers etc. Possible variations to this type of scheme could provide for the provision of exclusive residents parking bays.

3.4 Areas where Parking has Environmental/Safety/Traffic Management Issues

In some instances the management of parking may be desirable for highway management of traffic flow/safety reasons. Whilst this category can include residents' parking as a management feature, it should be noted that more conventional parking restrictions can be as effective, but where these could interfere with residents, schemes to accommodate their needs may be appropriate.

4.0 Criteria for the Consideration of Residents' Parking Schemes

4.1 The main criteria for the justification of a residents' parking scheme is that there is insufficient highway space for the residents of an area to park, as a result of the presence of vehicles arising from visitor, business or commuter parking and/or as a result of existing parking restrictions. Initial principles would be that:-

- * There should be clear evidence of residents support for a scheme in advance of any details of the scheme being prepared.
- * The enforcement associated with all schemes to be undertaken by the Councils Civil Parking Enforcement Officers.

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- * Residents' parking schemes would not be introduced where the majority of residents have off-street parking or where there is insufficient on-street space to accommodate both residential and non residential parking.
- * Generally schemes should not be introduced to manage parking in situations where the problem is linked to over demand from residents for on-street spaces.
- * There is a presumption against small isolated areas remote from the principle areas of parking enforcement.

4.2 It is recommended that the following general principles should be adopted to help further define a manageable scheme or to develop an initial scheme:-

- * At least 50% of properties in any proposed area to have no off-street parking.
- * At times when parking problems are caused by non-residents the kerb space occupied by residents should exceed 40% of the total available.
- * There is sufficient kerb space to enable 85% of all households to park at least one vehicle on-street.
- * Schemes should not create unacceptable problems on adjacent roads.
- * The introduction of reserved parking in areas where parking spaces are severely limited shall not affect the commercial viability of the area.

4.3 Any requests that do not meet these criteria should not be considered further unless:-

- * The scheme forms part of a wider integrated traffic/parking management scheme.
- * There are road safety problems.
- * The parking impact from development in residential areas would be adverse.
- * There are schemes being promoted to use alternative facilities such as off-street parking.

5.0 Legal Framework & Management

5.1 The issue of a Parking Permit will at no time absolve the permit holder from parking legally, without due care and without creating an obstruction. The Council will not accept any responsibility for the

Appendix 3

damage, theft or loss of, or to, any vehicle or its contents whilst parked in a Residents' Parking Zone. When operated under Civil Parking enforcement procedures, vehicles parking in Residents' Parking Zones without displaying a valid permit will be subject to a Penalty Charge Notice, enforced through the Civil Parking processes and powers, and normal approved procedures will be followed.

- 5.2 Any schemes implemented under the Civil Parking Enforcement processes will be managed by the Councils parking Services and all appropriate management and appeals processes would apply.
- 5.3 All schemes will be operated in full accordance with the Council's race and equal opportunities policies and in all decisions preceding any scheme implementation, all comments from special needs groups will be assessed.

6.0 Definitions and Permit Details

6.1 In order for schemes to operate satisfactorily and without ambiguity, it is necessary to detail vehicles that would qualify for permits and the type of permits issued.

6.2 Permitted Vehicles

- * Permits will only be issued to cars and light goods vehicles with a weight limit of 3.5 tonnes or under. Vehicles that exceed 6 metres in length, 2.44 metres in height or are capable of carrying more than 13 people including the driver will all be excluded from applying for permits.
- * Permits will not be issued to motor cycles due to display practicalities, but, wherever possible, motorcycles will be provided a designated parking area where there is a demand. Should this not be possible or if there is insufficient demand motorcycles may park in permit bays without a permit, subject to prior written approval from the Council.
- * Individual permits will not be issued for caravans or trailers, although these may be parked within a scheme on a short term basis whilst loading/unloading provided that they are hitched to a vehicle bearing a valid permit.

6.3 Issue of Permits and Associated Definitions.

The holding of a permit will not guarantee a parking space within a zone and where there are separate zones within an area permits will be zone specific. **No scheme will however be designed, unless the likelihood of spaces not being available to permit holders is low.** Although some indication of definitions and requirements for permit

eligibility is provided in this document, further considerations may be required for specific designs.

6.4 Permits and Use

- * Permits will be issued on a renewable annual basis and be effective for a period of 12 months. The issue and renewal will be by individual request and via appropriate application forms.
- * Permits will show the name and title of the issuing Authority, the relevant parking zone, the vehicle registration number and a reference number. Any specialist permits will provide individual details.
- * All permits must be displayed on the inside surface of the windscreen so that recorded particulars are clearly visible.
- * The council reserves the right to permits in the event of fraudulent or inappropriate use without any reimbursement of costs.
- * Where a hire or courtesy car replaces an existing vehicle a Visitor/Temporary Permit may be issued for a limited period.
- * A permit will not be required for vehicles carrying out essential duties and statutory powers, including emergency service vehicles whilst attending an emergency, statutory undertakers, postal collection/delivery, council/government business and formal wedding cars and hearses. In addition permits will not be required for vehicles engaged in the loading/unloading of goods or where passengers are boarding or alighting.

6.5 Residents Permits

The following definitions and guidance should be considered as a part of a residents' parking scheme:-

- * A resident will be considered as any person who resides at a residence within the defined scheme, for at least four nights a week and should be registered in the Council Tax records.
- * A residence will be defined as a domestic property listed under the Council Tax definitions.
- * Specific notes should be made of Houses of Multiple Occupancy, where a house has been converted into a number of separate flats or apartments, at the time of the introduction of the scheme, each of which meets the formal classification of a residence, then each would be eligible to apply for both residents' and visitors permits (as applicable) and as allowed under the policy, or applicable to

Appendix 3

the individual scheme. However where one house has been converted to contain a number of habitable rooms, remaining as one property, it will be treated as a single residence.

- * The number of Residents' Permits available to one property will be specific to the scheme, to allow some flexibility in interpretation.
- * The following guidelines will be adopted to underpin permit provision:-
 - (a) Initially one permit and one visitor permit will be issued to an individual residence but subject to an assessment of parking demand/supply within a zone, additional permits may be available.
 - (b) Where a residence has at least one off-street parking space available, it would not be eligible for the full allocation of residential permits per residence. It would however be eligible for any allocation of visitors' permits and may be eligible for any subsequent allocation of second round residents' permits.
 - (c) Residents' permits will normally be specific to one registered vehicle and proof of ownership/responsibility must be provided to the satisfaction of the Council.
 - (d) Residents who are only entitled or choose to apply for only one permit may specify two registration numbers to be inserted on the permit, to enable them to decide which vehicle is parked in the bays and to avoid swapping cars on and off a driveway. However it is stressed that a permit **must** be displayed at all times on vehicles parked within the residents' parking bays. Penalty Notices will be issued for any vehicle failing to **display** a valid permit and not for failing to **own** a permit.

6.6 Blue Badge Holders

All Blue badge holders will require a relevant Residents Parking permit to park in any Residents' Parking Zone. Any existing on-street disabled parking bays within a zone will be retained, but in order to park within these, both a Blue Badge and valid Residents parking Permit will need to be displayed.

6.7 Attendance Permits

Visitors delivering health and care needs to residents will be afforded access under the schemes. Those residents who live within the zone may apply for a parking permit for family or professionals who visit the property to provide care or medical needs. Where parking demand is heavy, these permits may be restricted to those residents who do not

hold a Residents Parking permit. Permit applications in these cases will require to be supported by the resident's medical practitioners.

6.8 Visitors Permits

Visitor permits will be available to all residents within a scheme on submission of proof of residency at a concessionary rate. Should conditions permit additional permits may be available at an undiscounted cost.

6.9 Business Permits

Any business that operates from within a Residents Parking Zone will be eligible for a business permit; although if any form of off-street parking is available these would be severely restricted. Customer parking provision can be catered for by the provision of alternative parking controls e.g. short limited waiting in the vicinity of a small shop.

6.10 Special Permits.

The predominant parking users will be covered by the permits listed above, a few isolated uses lie outside those defined. At the Councils discretion special permits may be authorised for restricted periods on individual application. These will cover health workers, maintenance contractors, visiting tradespersons etc. Within the design of schemes, specific arrangements will be considered for churches and individual businesses located within defined zones but any charges will need to reflect administrative costs.

7.0 Financial Principles

7.1 The costs of Residents Parking Schemes can be split into two categories.

- (a) Set up costs i.e. Capital costs covering the investigation of schemes, consultation, design, traffic order and changes to signs and lines.
- (b) Ongoing operational costs for enforcement and management.

7.2 It is recommended that all schemes should be fully self-financing, including the repayment of all initial set up costs. Any operational surplus should be ring fenced for use on the improvement of parking facilities throughout the County area.

8.0 Scheme Implementation

- 8.1 It can be expected that the number of schemes requested will be substantial and will probably exceed the Authority's resource capacity in any single financial year. It is recommended that all applications are evaluated by officers from the Streetscene and Transportation Portfolio using the Resident Parking Scheme Assessment Matrix.
- 8.2 The three top scoring schemes will be progressed each financial year following the consultation detailed in section 8.4
- 8.3 Where a scheme has previously been considered, it will only be considered again where there has been significant change to the traffic / parking management in the locality. Any revisited scheme will be placed on the list for assessment against the matrix.

8.4 Consultation and Implementation.

All proposed resident parking schemes will be subject to the following consultation process:-

- (a) Following initial support from the representing Local Member an initial questionnaire sent to all residents and businesses within and adjacent to the proposed area, to identify the level of concern regarding parking difficulties and to establish the level of support for any proposed scheme. This consultation will be used solely to establish the local community requirements for any scheme. The results from this exercise will then be used to determine the need for and to develop proposals based on the majority views expressed.
- (b) Once a scheme has been determined the Community Council will need to undertake further consultation with effected residents (in line with the Authority's policy of consultation) in order to determine a majority public consensus. It is recommended that consultation with residents is undertaken by means of a local public exhibition, public meeting or residents group meetings where the size and scale of any potential scheme can be realised. By request of the County Council, Officers of the Authority will attend the event in order to answer any questions, followed by a further questionnaire to all residents and business asking respondents to indicate if they agree or disagree with the scheme.
- * The formal stage of the process will involve the publication of Notices of Intent in the press and on site. At this stage any objections received will need to be dealt with and resolved in accordance with the Councils agreed procedures.

A scheme should only be considered for implementation if there is clear support for the proposals from households within the zone

and agreement to pay the annual permit costs. For any scheme to proceed a minimum response of 50% will be required to the questionnaires with 51% of those responses remaining in favour of the proposals at all stages of the consultation process.

9.0 Design

9.1 In considering any schemes there needs to be a clear understanding of the parking problems in the area and the implications of the introduction of any new Residents Parking controls, particularly in terms of the potential relocation of displaced parking. All schemes will be introduced on a zonal basis thereby providing greater flexibility by using spare capacity in one street to supplement another. Zone boundaries should remain logical and easily defined and not large enough to provide a benefit for vehicles 'commuting' whilst remaining in their zone.

9.2 In principle daytime parking restrictions reflecting standard scheme timings (for example Monday to Saturday 8am to 6pm), will be adopted and will be the basis for commencing the design process on local schemes. These parking restrictions can however be inconvenient at times when residential demand is at its highest. Flexibility therefore needs to be applied in determining the actual time period of restrictions within each scheme in order to achieve the parking needs of local residents in practical terms.

9.3 When considering the needs of residents and determining scheme details the following matters will be considered:-

- * Maintaining traffic flow and visibility at junctions.
- * Vehicle accesses.
- * Loading/unloading requirements.
- * Bus stops.
- * Needs of Blue Badge holders.
- * Limited waiting areas for local business.
- * Visitors and other categories of drivers who need to park within the zone.
- * Use of the area i.e. residential or commercial.
- * Safety of public within the zone.

The objective being to maximise the number of residents spaces, reduce the amount of commuter/business parking in residential areas and also

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provide proper consideration of special issues such as schools/churches and businesses to minimise disruption.

- 9.4 All signing and markings must be in accordance with the current Traffic Signs Regulations and General Directions and the relevant sections of the Department of Transport/Welsh Assembly Government's Traffic Signs Manual.
- 9.5 Vehicles must be wholly parked within a marked bay with no part spanning another bay or extending over yellow lines or some other restriction. Failure to comply with this requirement will make the Permit holder liable to a Penalty Charge Notice.
- 9.6 Restricted Zones can be used with special authorisation from the Welsh Assembly Government although the approval process can be lengthy. Within these yellow lines can be removed and the marked bays omitted. However, signs are still required to advise motorists of the restrictions and in practice these are only recommended for small areas and cul-de-sacs for clarity of enforcement, as motorists are only made aware of the restrictions at the zone entry points.
- 9.7 Upon completion of a scheme and within the first year arrangements will be made to undertake an operational review and if necessary initiate improvements in accordance with the approved procedures.

10 Scheme Charges and Review

- 10.1 Charges for Permits shall be determined by the Authority and should be set at a level that covers the enforcement and operational costs of the scheme. All charges should be clearly set out and published in any consultation literature, along with all other Terms and Conditions of the Residents' Parking scheme.
- 10.2 All Permit charges shall be reviewed annually.
- 10.3 The recommended current level of Permit charges are as follows:-
- | | |
|----------------------|---|
| * Residents' Permits | £25 per annum including 'Blue Badge' holders |
| * Attendance Permits | Provided without costs. |
| * Visitor Permits | £5 per book of 10 |
| * Business Permits | £200 per permit |
| * Second Permits | same charges as above |
| * Special Permits | covered outside of this policy by dispensations and waivers |

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- 10.4 Responsibility for the renewal of Permits is the responsibility of holders. Existing Permit holders will be invited to renew their permits on an annual basis by the Council. In the event that a resident fails to renew their permit before the expiry date, the permit will become invalid.
- 10.5 The Permit period shall extend from 1 April to 31 March.
- 10.6 Refunds will be provided where Permits are no longer required. Permits must be returned to the Alltami Depot, Mold road, Alltami, Flintshire. CH7 6LG and all refunds shall be calculated on the basis of remaining full months less a deduction of 10% of the annual permit costs for administration.
- 10.7 Lost or stolen Permits must be reported immediately to the Parking Services Section at the address in 10.6 above. A replacement permit will be issued subject to an administration of 10% of the annual permit cost, providing that all terms and conditions are met.

DRAFT



ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Friday 16 June 2017
Report Subject	Changes to the Waste Collection Rounds and the New Operating Arrangements at Household Recycling Centres
Cabinet Member	Cabinet Member Streetscene and Countryside
Report Author	Chief Officer - Streetscene And Transportation
Type of Report	Operational

EXECUTIVE SUMMARY

In 2011 Flintshire introduced its Managed Weekly Collection service (MWC) which changed waste collections in the County from a weekly, black sack and back door service to weekly recycling and food collections with fortnightly collections of non-recyclable waste alternating with garden waste - with all of the waste streams collected at the kerbside.

This change significantly improved the Council's recycling performance and the Council have since met all of the statutory targets set by Welsh Government (WG) with the next significant targets being 64% in 2019/20 and 70% in 2025. Recycling performance is measured taking into account all municipal waste with the two major contributory areas being kerbside collections and the waste received at the Councils Household Recycling Centres (HRC's).

The Council continues to perform well in terms of recycling and the current performance for 2016/17 is 67%, which is already ahead of the scheduled 2019/20 target but without further operational and policy changes it is likely that the performance will now level off.

This reports provides an update on the previously approved changes to the waste collection rounds which will help improve recycling levels and provides an update on the Councils HRC redevelopment programme which will also contribute significantly to future recycling levels. The report also seeks approval for the updated Household Waste Collection and Household Recycling Centre Operations policy, which has been amended to mirror the above changes.

RECOMMENDATIONS

1. That Scrutiny recommends Cabinet approve the changes to the Council's Household Waste Collection and Household Recycling Centre Operations policy. (**Appendix1**).

2.	That Scrutiny recommends Cabinet approve the changes to the waste and recycling rounds, due to be implemented in September 2017.
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REPORT DETAILS

1.00	EXPLAINING THE BACKGROUND TO THE CHANGES TO THE POLICY
1.01	In 2010, Welsh Government (WG) published its policy for dealing with municipal waste in Wales 'Towards Zero Waste' (TZW). This policy set out statutory recycling targets for all Councils in Wales to meet.
1.02	In June 2010, the Council adopted its own Municipal Waste Strategy. The strategy contained a number of key actions which were required to meet the challenging targets set out in TZW.
1.03	In 2011, WG published its Municipal Sector Plan which was a partnering document to TZW which provided guidance to Welsh Councils in the form of a blueprint describing WG's recommended service delivery for Councils to follow.
1.04	WG are currently reviewing their national policies with a view to revising future targets with further incremental targets increasing up to 100% by 2050.
1.05	In 2011 the Council's Executive formally approved the Household Waste Collection and Household Recycling Centre Operations policy which supported the introduction of its MWC service to help deliver higher recycling performance to achieve WG's statutory recycling targets. Further revisions of the policy were approved by the Council's Cabinet in December 2013 and again in April 2015 when 7 day collections were introduced.
1.06	In 2016, a WG funded review of the Councils waste and recycling collections service and HRC provision was carried out using the Blueprint set out in the 2011 Municipal Sector Plan. The outcomes of the review, in respect of the Councils waste and recycling collections, are set out further in this report.
1.07	In relation to HRC sites, the review recommended a three site strategy in the County as the optimum solution however this was deemed unacceptable and the Cabinet requested officers to explore a more localised solution for the service.
1.08	As a result a report was approved by Cabinet in October 2016 outlining the redevelopment of two of our existing sites (Buckley and Mold) and the development of a new site in Oakenholt to replace the out dated sites in Connahs Quay and Flint. This would then deliver a network of five modern user friendly sites across the Authority.
1.09	A capital bid of £1.7 million, submitted by Flintshire County Council, was approved by WG from their Capital Change Programme fund. The funding

	has been used for the redevelopment of Mold and Buckley and a further £0.6 million capital funding has been provided by the Council to complete the redevelopment programme.
1.10	Since the reports in October 2016, the sites at Buckley and Mold have been redeveloped into new modern and more user friendly facilities. Work began shortly after Christmas and the sites were opened to the public in time for Easter 2017 and both have been well received by the communities they now serve.
1.11	The next and final phase of the redevelopment programme will be the construction of a new facility in Oakenholt which will serve the towns of Connaught Quay and Flint and replace the existing sites in these two towns. The design work for the new facility has been completed and planning permission was granted for the scheme, by the Council in March this year.
1.12	The Oakenholt site is to be built on privately owned land and discussions with the landowner regarding a long term lease are reaching a conclusion with an agreement in principle already established. It is expected that the lease will be signed in the coming weeks and works will start on site during June with an opening date of September this year.
1.14	A further Cabinet report in February 2017 further explained that within the Portfolio Business Planning proposals for 2016/17 and 2017/18, revenue savings had been identified from the proposed rationalisation of HRC sites and that these savings would now need to be met through a new operating model and a need to meet a 90% recycling target across all sites.
1.15	<p>Although the 5 site strategy will deliver large modern facilities with a wider range of recycling skips on offer to the public, in order to meet our target of 90% recycling and achieve the revised budget, the following operational changes are proposed in the management and operation of the sites.</p> <ul style="list-style-type: none"> • The introduction of a Resident Only Permit Scheme at all sites • Retaining the Resident Van Permit Scheme • Introduce new opening times. • Review the management arrangement for the sites.
1.16	<p><u>Resident only permits</u></p> <p>When deciding which HRC site to use, the public will naturally travel to the nearest facility to their home, some may even travel further to use a more modern user friendly site. This leads to waste coming across borders from neighbouring Authorities and this 'waste tourism' affects those sites nearest to County borders. In Flintshire's case Greenfield and Sandycroft are affected by this as residents from Denbighshire and Cheshire living close to the border use these sites.</p>
1.17	Many Local Authorities, including our neighbouring Authority Denbighshire County Council, operate a resident only scheme which allows only households registered on the Council Tax Register to use their sites. The main advantage of a resident only scheme is to ensure that only waste generated in a County is deposited at the sites and that the Council is not

	paying for waste that is generated out of the County.
1.18	From the 1st April 2018 it is proposed that the Council will operate a Flintshire Residents Only Permit scheme. Each household in Flintshire registered on the Council Tax Register will receive a permit that allows them access to use the Council's HRC's.
1.19	The permit will be issued with the annual Council tax bill which is sent out each year in March and must be displayed by the resident when using the sites. Permits will be issued for domestic waste only and no trade waste will be permitted to be tipped using these permits.
1.20	<p><u>Resident Van Permits Scheme</u></p> <p>A van permit scheme has operated in Flintshire since 2005, which has been successful in reducing the amount of commercial waste that is deposited at the HRC sites. The current scheme restricts vans and twin axled trailers to 12 visits per annum and limits these visits to only 2 sites, Greenfield and Mold. There are currently 530 van owning residents who use the scheme.</p>
1.21	<p>The arrangement will continue to operate and permit holders will still be required to satisfy the following criteria in order to gain a permit:</p> <ul style="list-style-type: none"> • The vehicle must be registered to the resident, not a business or other organisation. • The vehicle must be registered to an address in Flintshire. • The vehicle must not be sign-written or display advertising. • The vehicle must not only be used tip waste from the permit holders own household. <p>Permit holders proven to be tipping trade waste will have their permit revoked.</p>
1.22	Following completion of the redevelopment work at all of the Councils HRC facilities, van permit holders will be able to use all sites instead of just Greenfield and Mold, thus reducing travel times for permit holders.
1.23	<p>HRC Management</p> <p>The Council's target for recycling at all sites is 90%. Whilst our sites are now both modern and more user friendly offering a greater range of recycling skips, this target will only be achieved through continual regular engagement with the residents who use the sites to encourage them to present their waste as recycling or reuse.</p>
1.24	Cabinet approved In April 2015 to contract the operations and management of the HRC sites via a performance based contract which will guarantee the recycling levels and the branding of the sites from a traditional 'skip site' to emphasise the wide ranging benefits of recycling. To deliver this change of emphasis the proposal is to seek to business partner with links to a social enterprise or charitable organisation to manage and operate the sites.
1.25	The new contract will operate for a period of 5 years with an extension to 7

	years subject to the satisfactory performance of the business partner. TUPE will apply and the staff will transfer to the new Business Partner.
1.26	<p><u>Opening times</u></p> <p>It is evident from the previous footfall surveys and waste tonnages received at the sites when the majority of residents choose to visit the HRC's. It is therefore proposed opening hours of the sites will be brought in line to match the hours when the sites are most used, this being to 9am to 5pm (Winter) and 10am to 6pm (Summer)</p>
1.26	<p><u>Waste and recycling round changes</u></p> <p>The report presented to Cabinet in October 2017 outlined proposals to carry out a round review and seek approval to purchase new modern recycling vehicles that would allow a wider range of recycling materials to be collected at kerbside. The report set out a deadline of September 2017 for the introduction of the new service.</p>
1.27	Since the report was presented, officers and workforce operatives within the waste service has been working towards the September 2017 deadline when new waste rounds will begin across the Authority.
1.28	New rounds have been designed that accommodate the predicted housing growth in the County over the next 5 years. The round design and optimisation has inevitably led to changed collection days for some residents, but the numbers are relatively low with only 500 having a change of collection day and a further 5,000 where their collection week will change.
1.29	New Recycling Recovery Vehicles (RRV's) have been procured with delivery expected in August. These vehicles are lightweight and more fuel efficient and have multiple compartments which will allow us to take a wider range of materials. The workforce have been involved in the design of these new vehicles and also the livery on the vehicles themselves.
1.30	<p>The wider range of materials that will be collected from kerbside from September will include :</p> <ul style="list-style-type: none"> • Mixed plastic and waxed cartons* • Tin cans • Paper and cardboard • Glass bottles and Jars • Food • Household batteries <p>*Mixed plastic now includes plastic bottles, food trays, yogurt pots and margarine tubs</p>
1.31	As the Council will now be offering a collection service for a wider range of recycling materials, which would have been previously placed in the black wheel bins, the Council intends to continue to take a robust line with

	residents who continue to present side waste with their wheeled bin.
1.32	The majority of households in Flintshire use the recycling services offered to them but there is still a small minority who do not and these properties inevitably generate additional bags of waste which are left out on collection day and often become a target for animals or are blown about in the wind resulting in the waste spilling out onto the streets.
1.33	Although we will continue to collect any side waste presented, those residents who choose to ignore the recycling services offered and repeatedly present side waste could be subject to enforcement action in the form of a fixed penalty notices under powers within the Environmental Protection Act. This will require evidence within the side waste indicating the source of the waste e.g. addressed envelope etc. This approach provides a more consistent and fair message to the majority of residents who do recycle.
1.34	A Communications Plan has been produced for the project and a County wide communication campaign to inform residents of the changes to the service will be undertaken before the new rounds are launched which will highlight both the additional materials that will be collected and the date the new collection service will commence.

2.00	RESOURCE IMPLICATIONS
2.01	Engaging a Business Partner will result in the TUPE of the staff that currently operate on the site. The staff will be offered redeployment to existing vacancies within the service if they wish to remain with the Council.

3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	A Members workshop was held in October 2016 seeking views on the proposed changes to waste services and the outcome has been built into the proposals detailed in the report.
3.02	Workforce and Unions have been consulted on the proposed changes to the waste and recycling rounds, a workforce group has been set up to help deliver the changes.
3.03	Further consultation is required on the engagement of the Business Partner and the subsequent staff transfers.

4.00	RISK MANAGEMENT
4.01	A project team is in place to monitor and oversee the changes to ensure the project stays on target.

5.00	APPENDICES
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5.01	Appendix 1 – Revised Household Waste Collection and Household Recycling Centre Operations policy 2017

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
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6.01	<p>Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk</p>
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7.00	GLOSSARY OF TERMS
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7.01	<p>WG – Welsh Government TZW – Towards Zero Waste MWC – Managed Weekly Collections HRC - Household Recycling Centres RRV – Recycling Recovery Vehicle</p>
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Flintshire County Council

**HOUSEHOLD WASTE COLLECTION
and
HOUSEHOLD RECYCLING CENTRE
OPERATIONS
POLICY**

June 2017



POLICY FOR HOUSEHOLD WASTE COLLECTION

1.0 Legislation

1.1 Under the terms of the Environmental Protection Act, 1990, Flintshire County Council (the “Council”) is classed as a Waste Collection and Disposal Authority, and as such has a statutory duty to collect household waste from all domestic properties in the County. Under Section 46(4) of the Act, the Council has specific powers to stipulate:

- The size and type of the collection receptacle(s);
- Where the receptacle(s) must be placed for the purpose of collecting and emptying;
- The waste types which may or may not be placed within each of the receptacle(s).

1.2 In addition Section 51 sets out the authorities statutory duty as a waste disposal authority. In that;

- It shall be the duty of each waste disposal authority to arrange—
 - (a)for the disposal of the controlled waste collected in its area by the waste collection authorities; and
 - (b)for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of waste so deposited;

1.3 This policy sets out the Council’s collection and disposal arrangements for householders in the authority and also the householder’s duty all in accordance with the above legislation.

2.0 Household Waste Collection Eligibility

2.1 Each household in Flintshire registered on the Council Tax Register will be entitled to receive a waste collection service.

2.2 Places of religious worship, registered charities and community halls (where no business activity takes place for profit) may be entitled to the same standard of waste collection service offered to householders.

3.0 Collection Frequency

3.1 The Council operates a Managed Weekly Collection (MWC) service offering the following:

- A weekly collection of all recyclable material which should be cleaned and separated by the residents. This includes – Glass, Mixed plastics, Card/Paper and Tin cans
- A weekly collection of food waste
- A fortnightly collection of a general domestic wheeled bin
Alternating with:
- A fortnightly collection of wheeled bin for garden waste.

4.0 Containers for the Storage of Waste Materials

- 4.1 Where operationally possible all households are included in the MWC service and these properties will receive curtilage collections. However in some locations specific collection points have been identified by the Council and in some locations (particularly flats) local collections will be provided from communal wheeled bin(s) which are provided for the purpose of storing waste materials prior to collection.
- 4.2 All containers supplied to householders for the purpose of the waste/recycling collection service shall remain in the ownership of the Council. When householders move home they will be required to leave all wheeled bins and recycling boxes at the property for the new occupant to use. The only exemptions are additional garden waste bins (Brown Bins) that have been purchased by the householder from the Council.
- 4.3 Householders are responsible for the storage, safe keeping and cleaning of waste containers provided by the Council.

Non recyclable waste containers

Each householder shall be provided with the following containers free of charge in which to store and present their waste non-recyclable waste

- 1 black wheeled bin for non-recyclable waste. Only waste produced by a household on a normal day to day basis should be placed in this wheeled bin (i.e. it should not contain non-standard items such as bulky waste, commercial waste or recyclable waste).
- 4.4 Where a household has 6 or more permanent occupants, they may make a request for a larger, 240 litre wheeled bin for the storage of non-recyclable waste. This service shall be subject to annual review and the 240 litre wheeled bin will be exchanged for a standard 180 litre wheeled bin once the number of permanent occupants reduces below 6.

Recyclable waste containers

Each householder shall be provided with the following containers free of charge in which to store and present their recyclable waste

- One blue recycling box for glass bottles and jars.
- One reusable weighted woven sack for mixed plastic bottles, tubs, pots and trays, tin cans and waxed cartons
- One blue reusable plastic sack for paper and cardboard.
- Additional sacks will be available on request.
- Recycling products placed in these receptacles should be rinsed and be free of the material originally stored in them.

- One kitchen caddy for the storage of food waste and a larger kerbside caddy for presentation at kerbside
- Householders will also be supplied with a roll of 52 biodegradable bags for food waste when they notify the collection crew by tying a bag to the handle of their kerbside caddy on collection day.

Garden waste containers

Each householder shall be provided with the following container free of charge in which to store their garden waste

- One 140L wheeled bin for green garden waste. If an additional bin is required please see paragraph 4.12

4.5 All containers supplied by the Council should only be used for the storage of items as prescribed by the Council. Failure to do so may result in the Council retrieving the container(s) from the households.

4.6 Households must separate their waste items into the appropriate containers as per the advice provided by the Council. If the householder fails to correctly segregate their waste materials into the prescribed containers as required, the waste **may not** be collected and this **shall not** be classed as a missed collection. Following such an incident the householder must place the waste items in the correct container which will then be collected at the next scheduled collection.

4.7 Any request to provide a new or replacement wheeled bin, recycling box/bag or food bags (e.g. due to damage or for a new property etc) shall be made by contacting the Streetscene service through the Streetscene Contact Centre (01352 701234) or through the Council's web-site.

4.8 Only wheeled bins will be delivered by the Council to the householder's property. All other items (bags/boxes etc) can be collected from a network of collection sites across the authority. A list of these sites can be found on the Council's website.

4.9 Where a household produces large quantities of green garden waste, they may purchase up to 2 additional 140 litre wheeled bins for the storage of this material. The charge for additional brown bins will be reviewed annually and details of current charges are available on the Council's Fees & Charges listing. See paragraph 8.0 for residents registered as on the Council's assisted collection scheme.

5.0 Collection Points

5.1 All wheeled bins, food containers and recycling boxes/bags must be placed on the drive or footway within one metre of the curtilage or boundary of the property and be easily accessible to the crews without the need to open gates etc. Where this is not possible the containers should be placed on the footway/verge outside the property, at a point causing minimal obstruction to the highway users

- 5.2** The collection point for householders with long private drives will be the point where their drive meets the adopted highway.
- 5.3** Where possible collection vehicles will travel along un-adopted roads allowing residents to present their waste containers at the same point on their property as though the road were adopted (5.1).
- 5.4** This does not mean that the Council will maintain the road and should the road be deemed unsuitable for the vehicles involved and poses the risk of damage to the vehicle or if the owner of the road refuses to allow the vehicle to use the road, the residents will be required to bring their containers to the nearest adopted highway.
- 5.5** Where required, site specific arrangements will be made for collections at flats or properties with narrow or difficult access arrangements. These specific collection arrangements will be advised to the householder by the Council.
- 5.6** Wheeled bins and recycling containers will be returned to their point of origin by the collection crews immediately after collection with the lid of the container closed.
- 5.7** The householder must collect their wheeled bins/recycling boxes after they have been emptied and return them to within the boundary of their property on the day of collection. Containers must not be permanently stored on the public highway. See paragraph 7.4 regarding enforcement activity.
- 6.0 Collection Day and Time**
- 6.1** Wheeled bin and recycling collections, where operationally possible, will generally take place on the same day each week.
- 6.2** All wheeled bins, food bins and recycling containers should be presented for collection by 7.00 am on the day of collection and removed after collections have taken place (which could be up until 5pm). Containers may be placed at their collection point on the evening before collection however the Council will not accept liability for any injury or damage to third parties as a result of any incidents occurring with a container left on the public highway outside of these periods unless caused by the acts or omissions of its employees, contractors or agents.
- 6.3** It may be necessary for the Council to change collection days from time to time e.g. over the Christmas and New Year period and on some occasions the waste collection service will have to be suspended due to a service disruption (e.g. during heavy snow, fuel shortage etc). The Council will make every effort to minimise the level of disruption to householders during these periods and will try to rectify any missed collections as soon as the cause of the disruption comes to an end. Notification of changed collection days in these instances will be available on the Councils website and from the Councils Streetscene Contact Centre.

6.4 Where the Council is unable to collect any missed waste collections due to a service disruption, householders should retain their waste materials until the next scheduled collection when all of the material will be collected. The Council would encourage residents to use their nearest HRC for the disposal of all waste types in these instances.

7.0 Presentation

7.1 All waste must be presented in Council supplied containers to ensure its safe collection. Lids on wheeled bins must be shut when the waste is collected in order to ensure that the waste is properly contained and to protect the health and safety of the collection crews when handling the bin.

7.2 Any waste jammed in a wheeled bin that does not fall out following the normal mechanical emptying process on the waste collection vehicles will not be taken. In these cases householders will have to loosen the materials themselves ready for the next scheduled collection.

7.3 All non recyclable waste must be contained within the wheeled bin provided by the Council.

7.4 Side waste presentation and enforcement

7.6 Properties presenting side waste will be noted by the crews and advice stickers will be placed on the householders wheeled bin to advise them of the recycling services that the Council provides. The sticker will also advise them that if they continue to present side waste then the Council's environmental crime team will be informed and they may face prosecution under the powers listed in 1.1 of this policy if evidence can be found within the side waste that links the waste to the particular property.

8.0 Assisted Collections

8.1 Where, through frailty or incapacity, a householder cannot present their wheeled bin or recycling boxes at the curtilage, and subject to there being no other able bodied adult person living at the property, the householder may make a formal request to the Council for an Assisted Collection.

8.2 If an Assisted Collection is approved a suitable collection point on the property shall be agreed with the householder and collections will then take place from this point. All containers will be returned to the collection point by the waste teams once they have been emptied.

8.2 Assisted Collections will be restricted to those households who are in genuine need following approval of an application to the Council. The Council will review every individual case every two years.

9.0 Missed Wheeled bin and food caddy

9.1 If a wheeled bin or food waste caddy is placed out ready for collection at a collection point as specified in section 5 and on the correct collection day and time, and is not picked up by the Council, then this will be classed as a missed collection.

9.2 Where a genuine missed collection is reported the Council will endeavour to return and collect the wheeled bin or food caddy the following working day after receipt of notice.

9.3 Where it is proven that the householder has failed to place the bin out for collection at a collection point as specified in section 5 or on the designated day and time; the Council will not return for the collection and the resident will be required to place their waste for collection on the next collection date.

9.4 Missed collections can be reported through the Streetscene Contact Centre (01352 701234) or through the Councils web-site.

9.5 Missed recycling

9.6 Where a recycling container (box/bag) is not collected this can be reported as in 9.4. However, the Council will not return for a missed recycling collection and the householder will be expected to place the recycling out for collection on the next due collection day.

9.7 Alternatively, if the householder is unable to wait until the next collection then the recycling can be taken to one of the Council's HRC's to be recycled.

10.0 Clinical Household Waste Collection

10.1 The Council provides a collection service for clinical household waste from householders upon request from the relevant Health Care provider, via a prescribed application form.

10.2 The Council shall provide a suitable container for the householder to store their clinical waste.

10.3 An agreed collection point, day of collection, frequency of collection and any other specific instructions regarding this service, will be agreed between the Council and the householder.

11.0 Bulky Household Waste Collection

11.1 The Council provides a bulky waste collection services for householders. This is a chargeable service for 1 to 5 items (or up to 10 bin bags). Extra items, up to a maximum of 5, are also collected at an additional charge.

- 11.2** The cost for each of these services will be shown in the Council's Fees & Charges listing which is reviewed each year. Domestic Fridges and Freezers are collected free of charge.
- 11.3** A subsidy to the standard charges is applied to householders in receipt of Income Support, Unemployment Benefit, Disability Living Allowance, State Pension or Guaranteed Pension Credits.. Proof of benefit will be required.
- 11.4** Typical examples of bulky waste that will be accepted include the following - mattress's, bed frames, chairs, tables, TV's, carpets, hi-fi's, cupboards, standard cookers, sideboards, lamps, children's toys, computers, bookcases etc. A three piece suite will count as three items.
- 11.5** Home Improvements including kitchen/bathroom renewals, fitted wardrobes and any soils & rubble from landscaping works **will not be collected** as part of a bulky waste collection and households should make the appropriate arrangements with their contractor to ensure they comply with their own duty of care for the safe disposal of the material.
- 11.6** No commercial or industrial waste will be collected.
- 11.7** The Council reserves the right to refuse the collection of any waste items that may cause harm or that may put at risk the health and safety of waste collection staff.
- 11.8** Bulky collection can be requested through the Streetscene Contact Centre or through the Councils web-site where a collection appointment with the householder will be made.

12 Household Recycling Centres (HRC's)

- 12.1** Flintshire County Council currently manages and operates 6 HRC sites for Flintshire residents to recycle/reuse household items that cannot be collected by the kerbside collections vehicles. They are situated at the following locations across the County:
- Greenfield (7 day opening)
 - Sandycroft (7 day opening)
 - Mold (7 day opening)
 - Buckley (7 day opening)
 - Connahs Quay (3 day opening only)
 - Flint (3 day opening only)
- 12.2** The number of HRC sites will reduce to 5 during in the Summer of 2017 when a new site situated in Oakenholt will open to serve the towns of Flint and Connahs Quay. The existing sites in these towns will close on the opening of Oakenholt.
- 12.3** The opening hours for the facilities will be as follows:

Summer	Open	10.00 hours
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	Close	18.00 hours
Winter	Open	09.00 hours
	Close	17.00 hours

12.6 Trade or commercial waste will not be accepted at any of the Council's HRC's.

12.7 The Council's target for the recycling/reuse/diversion of waste at all sites is 90%. This will only be achieved through continual regular engagement with the residents who use the sites to encourage them to present their waste as recycling or reuse.

12.11 Resident only permit scheme

12.12 From the 1st April 2018 the Council will operate a Flintshire resident only permit scheme. Each household in Flintshire registered on the Council Tax Register will receive a permit that allows them access to use the Council's HRC's.

12.13 The permit will be issued with the annual Council tax bill that is sent out in March and must be displayed by the resident when using the sites.

12.14 The resident's only permit can only be used for domestic waste and by the following vehicles:

- Standard family sized car or van
- 4x4/large family car
- Motorbike
- Car towing a trailer with a maximum size of 6' x 4'

12.15 All other vehicles/trailers are subject to the conditions of the Council's van permit scheme see paragraphs 12.16 to 12.20.

12.16 Resident Van Permits Scheme

12.17 The Council operates a resident van permit scheme for Flintshire residents only. The permit allows a total of 12 visits per annum and residents owning the following vehicles must be in possession of a permit to dispose of their waste at HRC sites:

- Pick up & Crew cab
- Minibus (no internal modifications)
- Camper van & mobile home (no internal modifications)
- Trailers greater in size than 6' x 4'

The following vehicles will **not** be permitted to use the Council's HRC sites:

- Large box vans
- Tipper vehicles
- Horse boxes
- LGV'S
- Sign written vans
- Vans towing trailers

12.18 The Criteria for residents to obtain a van permits is as follows:

- The vehicle must be registered to the resident, not a business or other organisation.
- The vehicle must be registered to an address in Flintshire.
- The vehicle must not be sign-written or display advertising.

12.19 If the resident cannot satisfy the above conditions, they will not be issued with a van permit.

12.20 Permit holders proven to be tipping trade waste will have their permit revoked.

12.21 Hired Van 'One Off' Permits

12.22 If the van is hired or borrowed and taking household waste to a Flintshire County Council HRC a "one off" permit will be required. 'One Off' permits will be issued at the HRC sites and are subject to a maximum of 3 visits. Residents will need to provide proof of Flintshire residency and any hire documents in the event that the vehicle is hired. Sign written borrowed vehicles are not permitted.

13 The Councils 'Bring Sites'

13.1 In addition to the HRC sites the Council also operates a number of strategically placed Bring Sites across the County. Since the introduction of the Council's MWC in 2012 the waste and recycling collected through these sites has significantly reduced.

13.2 In future bring sites will only provide banks for materials that cannot be collected by the kerbside services such as textiles, shoes etc.

13.3 The latest list of sites can be found on the Council's website:

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ENVIRONMENT OVERVIEW AND SCRUTINY

Date of Meeting	Friday 16 June 2017
Report Subject	Update on the Integrated Transport Unit Procurement Project.
Cabinet Member	Cabinet Member for Streetscene and Countryside
Report Author	Chief Officer, Streetscene & Transportation
Type of Report	Strategic & Operational

EXECUTIVE SUMMARY

Since the introduction of the new Integrated Transport Unit (ITU) in May 2015, the service now manages all of the Council's transport and transportation activities.

At any one time, the ITU has approximately 450 individual contracts in place with local suppliers, delivering all of the transport needs for schools, colleges, social care and the general public transport service. The day to day management and re-procurement of these contracts creates a large and continuous workload for staff within the service and also puts pressure on the local supply chain to deal with the regular and on-going tender process. The contracts are also complicated by the regular changes to the routes which are made necessary by changes to the individual user's circumstances, with each change requiring negotiated amendments to the existing contractual arrangements.

The Transport Service Diagnostic and Gain-Share delivery project, approved by Cabinet in 2015, is coming to an end with the final report due in June 2017. One of the main recommendations for change is a revised procurement process, the introduction of which is being overseen by the Business Partner. This report provides an update on the procurement process and details of the main changes in transport provision as a result of the new process which will be introduced from September 2017.

RECOMMENDATIONS

1.	That Scrutiny notes the likely impact from the School Transport procurement process detailed in this report.
2.	That Scrutiny notes that a further report will be submitted following

	completion of the diagnostic work which will detail the options to change the existing School Transport Policy.
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REPORT DETAILS

1.00	EXPLAINING THE BACKGROUND TO THE PROPOSED CHANGES
1.01	Following Cabinet approval in May 2015, it was agreed that an ITU should be established within the Authority to ensure an integrated approach to service delivery and operational management, as well as offering benefits of the economies of scale, resources and best use of the specialist technical skills available to deliver operational and financial efficiencies in the future. The aim was to establish the ITU as the “one-stop shop” for the organisation for the delivery of all the Council’s transport needs.
1.02	Under the changes, service delivery, budget management and day-to-day operational management for Social Services transport transferred to the ITU. Eligibility assessment and policy setting remained within the Social Services Portfolio with ITU involvement at Panel Assessments as and when required.
1.03	Budget management and eligibility assessment for mainstream home to school transport also transferred to the ITU within the Streetscene & Transportation portfolio; however, policy setting for school transport remained within the Education & Youth portfolio.
1.04	In May 2015, Cabinet approved the engagement of a suitably qualified Business Partner (on a gain share basis) to assist with the assessment and delivery of the financial benefit that would be derived from the new ITU. With the advice and guidance of the Corporate Procurement Unit, the engagement of the Business Partner was subsequently undertaken and JMP Consultants were duly appointed following a compliant procurement exercise.
1.05	<p>The subsequent review has been undertaken into two phases:</p> <p>Phase 1 – A diagnostic review of all transport operations across the Authority in order to identify any savings opportunities and efficiencies within the current operating model. (This work was completed in May 2016).</p> <p>Phase 2 – Support to deliver and implement the opportunities and efficiencies identified within Phase 1 - on a gain-share basis.</p> <p>In particular, the diagnostic review was intended to make clear recommendations on the future of all transport services and on the best delivery model, in order to integrate services and derive the maximum benefit from the introduction of a fully integrated transport solution.</p>

1.06	One of the early outcomes of the diagnostic review identified a number of areas of potential savings, particularly in the area of procurement. The Business Partner promoted an alternative procurement option, recommending an area framework approach, known as a Dynamic Purchasing System (DPS), rather than the current method of procuring each journey through an individual tender process.
1.07	As a procurement tool, the DPS has some aspects that are similar to a framework agreement, but differ in that new suppliers can apply to join the DPS at any point during its lifetime. The DPS has to be run as a completely electronic process and is a two-stage process: firstly, the pre-qualification stage, where all suppliers who meet the selection criteria are admitted to the DPS, during the second stage, the routes are awarded after the Authority has invited all suppliers on the DPS to bid for the specific contract in a mini-competition.
1.08	<p>The first stage of the procurement process is now complete with 47 suppliers now admitted onto the DPS framework, having passed the pre-qualification stage.</p> <p>The second stage of the process (Mini-Competitions) commenced on 9th June 2017 with route information being made available to all suppliers admitted onto the DPS from this date. Suppliers will be invited to price each route on a rate per mile basis and provide rates per mile for each category of vehicle required to deliver the service within that area. Any changes to the length of the route will be covered by the payment for the additional mileage - at the contracted variation rate, with no re-negotiation of the contract required. The closing date for tender submissions will be 26th June 2017.</p>
1.09	A thorough optimisation exercise has been completed by the ITU prior to the commencement of the tender process. The optimisation exercise was intended to deliver maximum benefit by ensuring the most efficient use of vehicles and deliver the most cost-effective routes for the required number of eligible passengers.
1.10	As outlined in the current transport policy, the efficient use of resources will dictate the mode of transport (subject to the above conditions). Transport may be provided by means of school contract transport services or existing public transport services which, together with the type of transport (bus, minibus, train, taxi, etc.) will be dictated by cost effectiveness. In some cases, one contract bus may transport different pupils to more than one school site. Transport will normally be to and from bus stops or pick-up points for groups of pupils. It will only be provided from door-to-door in exceptional circumstances. The maximum distance a pupil is expected to walk to and from pick-up point will depend upon, for example, the age of the child, their individual needs and the nature of the route they are expected to walk. As part of the optimisation exercise, pick-up and drop-off points and time of pick up are being reviewed however the existing policy will be applied, unless there are exceptional circumstances.
1.11	The tenders are due to be returned by the end of June which will allow the ITU to notify parents of the changes before the end of the school term. Subject to approval, it is intended that these arrangements will be

	implemented from September 2017.
1.12	The final report from the Business Partner will be completed by the end of June 2017 and the final proposals will then be presented for consideration.

2.00	RESOURCE IMPLICATIONS
2.01	The new procurement arrangements will deliver the savings planned for the service, identified by the Business Partner and detailed in the Business Planning proposals for 2017-18.
2.03	The Council currently employs around 120 school transport escorts and passenger assistants, whose purpose is to support and ensure the safe transportation of children with additional learning needs and vulnerable adults. It is not anticipated that there will be a change in roles or reduction in the number of posts as part of this procurement project. However, some staff may be required to travel on different routes with different pupils and different operators from September 2017, which may require either a reduction or an increase in the number of hours worked. Briefing sessions have been held for staff to ensure that they have been kept informed of the main changes and it is intended that any individual changes will be communicated with staff at the end of June 2017/early July 2017.
3.00	CONSULTATIONS REQUIRED / CARRIED OUT
3.01	With former and new Cabinet Member.
3.02	The existing contracted operators have attended a number of stakeholder engagement events and 'drop-in' sessions with staff from the ITU and have been consulted regularly on the proposed changes to the procurement arrangements.
3.03	All school transport escort staff and passenger assistants have attended briefing sessions to keep them informed of the proposed changes to the procurement arrangements.
3.04	Consultation has been undertaken with the Head Teachers Forum and with staff at the Special Schools on the proposals.
3.05	Further consultation with parents, schools and day care centres will be required once the new routes have been procured and awarded to the successful operators.
3.06	Consultation is ongoing with internal departments, such as Social Services and Education.
3.07	Consultation has taken place with the Chief Officer Team.

4.00	RISK MANAGEMENT
4.01	A Project Review Board has been set up to monitor and oversee the implementation of the proposals, and to ensure that the project stays on target. The Board consists of Chief Officer (Streetscene & Transportation); Transportation and Logistics Manager; ITU Manager, Finance, Internal Audit and Procurement.

5.00	APPENDICES
5.01	None

6.00	LIST OF ACCESSIBLE BACKGROUND DOCUMENTS
6.01	Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk

7.00	GLOSSARY OF TERMS
7.01	ITU = Integrated Transport Unit

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ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting	Friday 16 June 2017
Report Subject	Flintshire County Council's response to the Welsh Government A55/A494/A548 Deeside Corridor Consultation Document
Portfolio Holder	Cabinet Member for Streetscene and Countryside
Report By	Chief Officer Streetscene And Transportation.
Strategic / Operational	Strategic

EXECUTIVE SUMMARY

Welsh Government stated in their National Transport Finance Plan, which was published in July 2015, that it would develop a scheme to improve the A55/A494/A548 Deeside Corridor. The road forms part of the National Trunk Road network and is owned and maintained by Welsh Government.

The A55/A494/A548 corridor currently carries more traffic than it was designed for, which results in regular congestion along the route and, in turn, impacts on the Council's own Highway Network. The current route is below modern standards with some of the junctions having slip roads that are too short or too close to each other, with poor visibility.

A consultation process, which is being led by Welsh Government, began in March 2017 on 2 possible options to improve this key route into North Wales from England. The closing date for the responses was Monday 5th June 2017; however, due to the impact of the Local Elections and the temporary suspension of Cabinet and other official Council meetings, a formal Council response could not be provided within this deadline. A request has been made by the Council to Welsh Government for the consultation closing date to be extended in order that the response can be considered by both Scrutiny and Cabinet prior to submission.

Recommendations

1.	That Scrutiny supports the Council's options appraisal for the two possible routes shown in Appendix 1 and the formal Council response to the WG consultation shown in Appendix 2
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REPORT DETAILS

1.00	<u>Background to the Consultation Process</u>
1.01	<p>Welsh Government (WG) is currently undertaking a period of consultation on two options to improve the A55/A494/A548 Deeside Corridor and a number of Public Consultation Exhibitions have taken place in the local area, which provided residents and businesses with details on the two options which have been developed and assessed by WG.</p> <p>Details on the two routes (The Blue and Red routes) can be found on the WG web-site with a copy of the consultation document attached to this report - Appendix 3.</p> <p>Any individual or interested group can respond to the consultation document however given the impact of this key route on both the economy and road infrastructure within Flintshire, it was important that a full assessment and comparison of the two routes was undertaken. The study considered the benefits and disadvantages of both options and reach a conclusion on the preferred route and conclusions from the consultation to be put forward to WG - from Flintshire County Council's perspective only.</p>
1.02	<p>Previous consultation by WG had set the key Transport Planning Objectives for the project which were as follows:</p> <ol style="list-style-type: none"> 1. To reduce journey time variability and enhance the transport network resilience of the A55/A494 study corridor to periods of high demand, incidents and maintenance events. 2. To improve transport connections for businesses within the study area to key economic centres and employment sites 3. To improve access between employment sites and workforce catchment areas. 4. To improve the actual and perceived safety and personal security of all transport users along the A55/A494 study corridor. 5. To improve the permeability across the A55/A494 corridor for non-motorised modes at key points of desire. 6. To ensure that the study area transport network facilitates necessary national and regional trip movements of people and freight. 7. To reduce carbon emissions from transport along the A55/A494 study corridor. 8. To minimise adverse impacts on the human environment including air, noise and light pollution, and landscape and townscape. 9. To minimise adverse impacts on the natural environment including local air quality, water and soil pollution, and biodiversity impacts. 10. To maintain and make more efficient use of the existing transport infrastructure along the A55/A494 study
1.03	<p>The A55/A494/A548 study corridor has been assessed using the WeITAG or Welsh Transport Planning Appraisal Guidance procedure. WeITAG was developed by the Welsh Government and is aimed at ensuring that public</p>

	<p>sector transport proposals demonstrate the following criteria:</p> <ul style="list-style-type: none"> • A positive contribution to objectives for transport; • Represent good value for money; • Provides overall economic, social and environmental benefits; • Provides maximum benefit and minimal impact. <p>There are three main stages of the WeITAG process:</p> <ul style="list-style-type: none"> • The Planning Stage; • Appraisal Stage 1; • Appraisal Stage 2. <p>We are currently at Public Consultation Stage within WeITAG Stage 2 and responses from residents, Local Authorities and any other interested bodies will be carefully considered by WG before further scheme development can be undertaken.</p>
1.04	<p>Blue Option includes:</p> <ul style="list-style-type: none"> • Widening the existing A55/A494 route; • Junction improvements including at Ewloe Interchange; • Parallel link roads; • Removal, modification and improvement of junctions; • 3 lanes in each direction; • Approximate length 9.8km; <p>Red Option includes:</p> <ul style="list-style-type: none"> • Increased capacity along the existing A548; • A new road between the A55 and A548; • Modification and improvement of junctions; • 2 lanes in each direction; • Approximate length 13.0km – partly online improvement and partly new alignment <p>Both Options will contain facilities for non-motorised network users; consideration for the local landscape and ecological requirements and human environmental factors.</p>
1.05	<p>The renewal of the A494 Dee Bridge is a separate scheme and any improvement work to this structure will be carried out independently of the outcome of the WeITAG Stage 2 assessment for the Blue and Red route options.</p>

2.00	<u>RESOURCE IMPLICATIONS</u>
2.01	The scheme will be funded by WG

3.00	<u>CONSULTATIONS REQUIRED / CARRIED OUT</u>
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3.01	A full consultation process has been undertaken by WG
3.02	Flintshire County Council's response has been shared with the Cabinet Member.
3.03	<p>Flintshire County Council's response to the consultation document has been prepared by Officers from the following Council services:</p> <ul style="list-style-type: none"> • Streetscene and Transportation. • Highway Strategy • Planning • Regeneration • Housing • Pollution Control

<u>4.00</u>	<u>KEY RISKS AND MITIGATION</u>
4.01	The decision will impact on the local road network and will have a positive impact on the economy of the County through improved transport links.

<u>5.00</u>	<u>APPENDICES</u>
5.01	<p>Appendix 1 – FCC's Options Appraisal Appendix 2 – Response and preferred option Appendix 3 – WG Consultation document</p>

<u>6.00</u>	<u>LIST OF ACCESSIBLE DOCUMENTS</u>
6.01	<p>Contact Officer: Stephen O Jones Telephone: 01352 704700 E-mail: stephen.o.jones@flintshire.gov.uk</p>

<u>7.00</u>	<u>GLOSSARY</u>
7.01	None

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Appendix 1 – FCC Options Appraisal on the Welsh Government A494/A55/A548 Corridor, Red / Blue option consultation process

Consideration Area	Red Route	Blue Route
Economy and Regeneration Potential	<p>Positives</p> <ul style="list-style-type: none"> ○ Would provide improved access and marketability of DIP ○ Provides the opportunity to improve communication links (fibre speed) broadband to DIP along the route of the proposed road. ○ Would provide enhanced connectivity for local businesses – improves the long term viability and attractiveness of the area to local, national and international investors. ○ Improved visibility of profile for businesses already located on DIP ○ Improving capacity of interchanges on the existing A548 will reduce congestion on DIP. ○ The Red Route option provided improved access to the A548 and opens opportunities for regeneration in the areas both north and south of the estuary and provides improved links to Mostyn Docks. ○ Provides opportunities to link Flint into the Deeside Regeneration Area ○ Removes maintenance risks associated with Flintshire Bridge which are currently held by 	<p>Positives</p> <ul style="list-style-type: none"> ○ Improves access to the Trunk Road network for businesses along the existing route. ○ Improved Trunk Rd network access for the Sandycroft / Broughton corridor and Airbus. ○ Reduced congestion on strategic network will benefit local business. <p>Negatives.</p> <ul style="list-style-type: none"> ○ Provides little resilience during periods of disruption.

	<p>Flintshire County Council.</p> <ul style="list-style-type: none"> ○ Potential Road/Rail link to the Wrexham to Bidston line north of DIP and the provision of a new station facility (Deeside Parkway). This will improve access into the DIP. ○ Increase the visitor/tourism economy to the area <p>Negatives</p> <ul style="list-style-type: none"> ○ Disruption on DIP (A548) during construction period with congestion and short term delays. 	
<p>Environmental Impact</p>	<p>Positives</p> <ul style="list-style-type: none"> ○ Reduced impact of noise and air quality along the existing route. Impact on lower population densities along the proposed route, south of the estuary. ○ Opportunity for a truck stop on Public land within DIP removing ASB along A55 corridor. <p>Negatives</p> <ul style="list-style-type: none"> ○ Loss of Green Barrier ○ No noise barrier protection on Aston Hill ○ Ecology, habitat and species impacts including air quality, River Dee crossing, hedgerow, trees and shrub impacts ○ Direct loss of/impact on ancient woodland and associated ancient meadow 	<p>Positives</p> <ul style="list-style-type: none"> ○ Short term reduction in noise levels adjacent to Aston Hill due to proposed noise barriers ○ Improved air quality due to realignment <p>Negatives</p> <ul style="list-style-type: none"> ○ Loss of Green Barrier ○ Long term local increases in noise levels adjacent to Aston Hill as traffic volumes increase above current levels. ○ Long term local increases in air quality as traffic volumes increase above current levels. ○ Ecology, habitat and species impacts including air quality, River Dee crossing, hedgerow, trees and shrub impacts <p>Potential impact on ancient woodland</p>
<p>Transport Impact and Road Safety Including Active</p>	<p>Positives</p>	<p>Positives</p>

<p>Travel impact</p>	<ul style="list-style-type: none"> ○ Improved resilience of the key road network into Wales offering alternative routing and increased capacity, and quicker journey times ○ Reduced impact on local road network in period of disruption - offers further route choice in the event of a major incident on the network ○ Improved access to DIP from N Wales ○ Completes circular carriageway around Deeside Corridor – potential to reroute traffic from the B5129 ○ Will reduce the traffic movements through Holywell and Flint seeking to travel from A55 to A548 or the opposite direction. ○ Greatly compliments intermodal transport possibilities within the DIP including the provision of interconnected active travel measures. ○ Creates a high profile strategic gateway into North Wales and Flintshire. <p>Negatives</p> <ul style="list-style-type: none"> ○ Disruption during periods when Flintshire Bridge closes for high winds ○ No benefit to A55 West bound traffic without improvements to Ewloe interchange. 	<ul style="list-style-type: none"> ○ Improved safety on Aston Hill due to junction changes ○ Improved infrastructure in the Aston area for local traffic movements <p>Negatives</p> <ul style="list-style-type: none"> ○ Lack of resilience – high impact of local network during periods of disruption on the network e.g. RTA
<p>Impact During Construction Period</p>	<p>Positives</p> <ul style="list-style-type: none"> ○ Significant levels of work will be off line with minimal 	<p>Positives</p> <ul style="list-style-type: none"> ○ Construction work will be over a limited section of the

	<p>disruption.</p> <p>Negatives</p> <ul style="list-style-type: none"> ○ Extensive disruption during the construction of the two tie in points. 	<p>network.</p> <p>Negatives</p> <ul style="list-style-type: none"> ○ Long term delay delays during full period of construction
Society & Social Inclusion	<p>Positives</p> <ul style="list-style-type: none"> ○ Reduces the impact of the community barrier which is currently created by the trunk road running through the Aston and Queensferry communities. <p>Negatives</p> <ul style="list-style-type: none"> ○ Creates community barrier and impacts on the communities between Oakenholt and the existing A55 	<p>Positives</p> <ul style="list-style-type: none"> ○ Impact concentrated in one area rather than both the affected areas of the alternative route. <p>Negatives</p> <ul style="list-style-type: none"> ○ A six lane urban motorway will exacerbate the existing barrier between communities along the residential area of Aston and Queensferry.
Equality, Diversity & Human Rights	<p>Positives</p> <ul style="list-style-type: none"> ○ No variance in the impact for either scheme <p>Negatives</p> <ul style="list-style-type: none"> ○ No variance in the impact for either scheme 	<p>Positives</p> <ul style="list-style-type: none"> ○ No variance in the impact for either scheme <p>Negatives</p> <ul style="list-style-type: none"> ○ No variance in the impact for either scheme

Flintshire County Council

Welsh Government A494/A55/A548 Corridor, Red / Blue option consultation process

Appendix 2 - Flintshire County Councils Response

Flintshire County Council considers that on balance, the most beneficial route to the Council and North Wales would be the Red Route Option on the following basis:

- The red route offers both strategic long term network improvements and opportunities for modal inter-connectivity, as well as providing for improved economic and social connectivity and benefits locally.
- The route would provide improved network resilience and transport security by the provision of a second gateway into Wales. It would also reduce the impact on the local Highway Network during periods of disruption on the Trunk Rd Network.
- There would be a significantly reduced impact on both the local and Trunk Road network during the construction period – The Blue Route option will involve traffic interruption and diversions over the full period of the construction work, rather than the significantly shorter period of disruption required whilst the two tie in sections are completed for the Red Route option.
- The Red Route option will remove the significant long term maintenance risks associated with Flintshire County Councils continued ownership of Flintshire Bridge.
- The Red Route option provides improved access to the A548 and opens opportunities for regeneration in the areas both north and south of the estuary and provides improved links to Mostyn Docks.
- The proposals will provide a complete circulatory 'outer ring road' of the B5129 Deeside Corridor and will have positive impact on traffic levels and subsequent congestion levels along this key corridor.
- The improved capacity of the interchanges (by the provision of grade separated junctions along the new route) will improve access from/to DIP and reduce the congestion at the current access points onto the A548 from the park.
- The route will improve the business case for the development of the key Rail/Road infrastructure at the proposed Deeside Parkway station within DIP.
- The route provides the opportunity for a new Truck Stop on existing public land within DIP. This will reduce the level of ASB associated with truck parking along the existing A55 corridor.
- The route provides an improved "Gateway to Wales" experience for visitors and businesses.
- The route removes the through traffic and a significant number of LGV vehicles from the residential area of Aston/Garden City/Deeside.
- The route will provide the opportunity to provide fibre speed connectivity along the route of the new road which will include the rural population south of the bridge

The Council considers that in order to maximise benefit from the overall project, the following additional elements (some of which are contained within the Blue Route option) should also be included within the final proposals.

- Measuring and mitigating the environmental impacts by use of defra's Biodiversity Offsetting Metric to deliver biodiversity benefits in a measurable way.
- There should be some limited junction realignment and rationalisation, together with the provision of a short section of service road, along the existing route along Aston Hill. This will improve road safety on this key section of the alternative route.
- The provision of the proposed noise barriers along Aston Hill should continue in line with the proposals contained within the Blue Route option – this will provide some noise protection for residents from the existing route traffic, particularly during periods of disruption on the main route over Flintshire Bridge.
- Remodelling of Ewloe Interchange to provide priority to traffic from the A55 (from the Chester direction). This will remove the regular west bound peak delays at this interchange and improve the safety of the existing Ewloe interchange.
- The existing A494 route should continue to be designated as a Trunk Road in order to provide resilience to the national road network into Wales.
- There will be a need for careful design considerations for the proposed grade separated interchange at Northop - where the two routes will converge. The new arrangement needs to ensure that there is sufficient capacity to deal with the traffic flows from both the existing A55 and the new route over Flintshire Bridge, without causing the delays which currently occur at Ewloe.
- Hard shoulders should be provided along as much of the proposed route as possible in order to provide refuge for vehicles in the event of emergency, without creating delays for other road users.
- The existing 50mph on Aston Hill should remain in force to encourage through traffic to utilise the new route.
- With either solution there is a significant risk that the gradient on the West bound carriageway (before the Halkyn interchange) will cause delays which will result in traffic tailbacks similar to those created by Aston Hill. A crawler lane is therefore required for the West Bound traffic along the length of the hill.
- The non-standard junctions on the North and South Bound A55 carriageway in the Halkyn and Northop areas should be improved or closed on the grounds of safety.
- Options to improve the wind impact on the current Flintshire Bridge, through the installation of wind deflecting parapets. This will reduce the number of occasions the bridge would need to close during periods of high winds.
- Improved Tourism signage (Brown signs) should be provided for all attractions in the east of Wales e.g. Talacre, Hollywell etc.

Gwelliannau i'r A55 / A494 / A548 Coridor Glannau Dyfrdwy Ymgynghoriad 13 Mawrth – 5 Mehefin 2017

A55 / A494 / A548 Deeside Corridor Improvement Consultation 13th March – 5th June 2017



Llywodraeth Cymru
Welsh Government



Lleoliadau'r Arddangosfa	Exhibition Venue Locations	Date	Opens	Closes
Clwb Cymdeithasol Ewloe, Ffordd yr Wyddgrug, Ewloe, Glannau Dyfrdwy, Sir y Fflint CH5 3AU	Ewloe Social Club Mold Rd, Ewloe Deeside Flintshire CH5 3AU	Dydd Mawrth 21 Mawrth Tuesday 21st March	10:00am	8:00pm
		Dydd Mercher 22 Mawrth Wednesday 22nd March	10:00am	8:00pm
Coleg Cambria / Coleg Glannua Dyfrdwy (Celstryn), Ffordd Celstryn, Cei Conna, Glannau Dyfrdwy, Sir y Fflint CH5 4BR	Coleg Cambria - Deeside Kelsterton Road, Connah's Quay Deeside Flintshire CH5 4BR	Dydd Iau 23 Mawrth Thursday 23rd March	10:00am	8:00pm
		Dydd Gwener 24 Mawrth Friday 24th March	10:00am	8:00pm



Nododd Llywodraeth Cymru yn y Cynllun Cyllid Trafnidiaeth Cenedlaethol a gyhoeddwyd ym mis Gorffennaf 2015 y bydd yn datblygu cynllun ar gyfer gwelliannau i'r A55/A494/A548 Coridor Glannau Dyfrdwy. Yn dilyn Arddangosfeydd Gwybodaeth i'r Cyhoedd a gynhaliwyd ym mis Medi 2015, mae Llywodraeth Cymru yn cynnal Arddangosfeydd Ymgynghoriad Cyhoeddus yn yr ardal leol ar y ddau Ddewis (Glas a Choch) sydd wedi cael eu datblygu a'u hasesu ymhellach.

Hoffem gael eich barn am ddau ddewis ar gyfer yr A55/A494/A548 Coridor Glannau Dyfrdwy. Bydd yr Arddangosfeydd Ymgynghoriad Cyhoeddus yn esbonio'r dewisiadau'n fanylach.

Mae'r llyfryn hwn yn rhoi:

- Manylion am yr Arddangosfeydd Ymgynghoriad Cyhoeddus sydd ar ddod (ar y clawr blaen)
- Gwybodaeth am yr astudiaeth a disgrifiadau o'r dewisiadau gwella trafndiaeth
- Manylion am sut gallwch wneud sylwadau ar y dewisiadau
- Gwybodaeth am y broses a beth fydd yn digwydd nesaf

Diben yr astudiaeth

- Amlygu'r dewisiadau ar gyfer mynd i'r afael â'r problemau trafndiaeth ar hyd yr A55/A494/A548 Coridor Glannau Dyfrdwy
- Amlygu mesurau a fyddai'n mynd i'r afael â'r problemau hynny
- Ymgynghori'n eang, er mwyn clywed safbwyntiau sydd gan randdeiliaid, pobl leol ac busnesau ar y opsiynau.
- Arfarnu'r dewisiadau ac amlygu'r llwybr a ffeirir

Rydym ni wedi datblygu Amcanion Cynllunio Trafnidiaeth wedi'u seilio ar y problemau a amlygwyd yn ardal yr astudiaeth. Rhoddodd y rhain nodau eglur ar gyfer yr astudiaeth, a ddefnyddiwyd i brofi'r dewisiadau a'r mesurau a amlygwyd gennym.

Mae rhinweddau cymharol pob dewis wedi cael eu harfarnu gan ddefnyddio Arweiniad ar Arfarnu Trafnidiaeth Cymru (WeITAG). Crynhoir canlyniadau'r arfarniad yn y llyfryn hwn a bydd mwy o fanylion amdanynt ar gael yn yr Arddangosfeydd Ymgynghoriad Cyhoeddus.

Beth fydd yn digwydd os na wnawn ni unrhyw beth?

Rhagwelir y bydd y twf mewn traffig ar hyd y coridor yn cynyddu tagfeydd ac amserau teithio ledled Glannau Dyfrdwy.

The Welsh Government stated in the National Transport Finance Plan published in July 2015 that it will develop a scheme for improvements to the A55/A494/A548 Deeside Corridor. Following on from Public Information Exhibitions held in September 2015, Welsh Government is holding Public Consultation Exhibitions in the local area on the two Options (Blue and Red) that have been further developed and assessed.

We would like your views on two options for the A55/A494/A548 Deeside Corridor. The Public Consultation Exhibitions will explain the options in more detail.

This brochure provides:

- Details of the forthcoming Public Consultation Exhibitions (on the front cover)
- Information on the study and descriptions of the transport improvement options
- Details on how you can make comments on the options
- Information on the process and what happens next

Purpose of study

- To identify the options for addressing the transportation problems along the A55/A494/A548 Deeside Corridor.
- To identify measures which would address those problems.
- To consult with stakeholders, local people, and businesses to obtain views on options
- To appraise the options and identify the preferred route

We have developed Transport Planning Objectives (TPOs) based on the problems identified within the study area. These gave clear aims for the study, against which the options and measures we have identified have been tested.

The relative merits of each option have been appraised using the Welsh Transport Planning and Appraisal Guidance (WeITAG). The results of the appraisal are summarised in this brochure and will be available in more detail at the Public Consultation Exhibitions.

What happens if we do nothing?

The growth in traffic along the corridor is predicted to increase congestion and journey times throughout Deeside.

Gweithdrefnau i'w dilyn

Procedures to be followed



Llywodraeth Cymru
Welsh Government

Aseswyd coridor astudiaeth yr A55/A494/A548 gan ddefnyddio gweithdrefn Arweiniad ar Arfarnu Trafnidiaeth Cymru neu WeITAG.

The A55/A494/A548 study corridor has been assessed using the WeITAG or Welsh Transport Planning Appraisal Guidance procedure.

Datblygwyd WeITAG gan Lywodraeth Cymru er mwyn ceisio sicrhau bod cynigion trafnidiaeth sector cyhoeddus yn dangos y meini prawf canlynol:

WeITAG was developed by the Welsh Government and is aimed at ensuring that public sector transport proposals demonstrate the following criteria:

- Cyfraniad cadarnhaol at yr amcanion ar gyfer trafnidiaeth;
- Gwerth da am arian;
- Buddion economaidd, cymdeithasol ac amgylcheddol cyffredinol;
- Y budd mwyaf a'r effaith leiaf.

- A positive contribution to objectives for transport;
- Good value for money;
- Overall economic, social and environmental benefits;
- Maximum benefit and minimal impact.

Mae tri phrif gam i'r broses WeITAG:

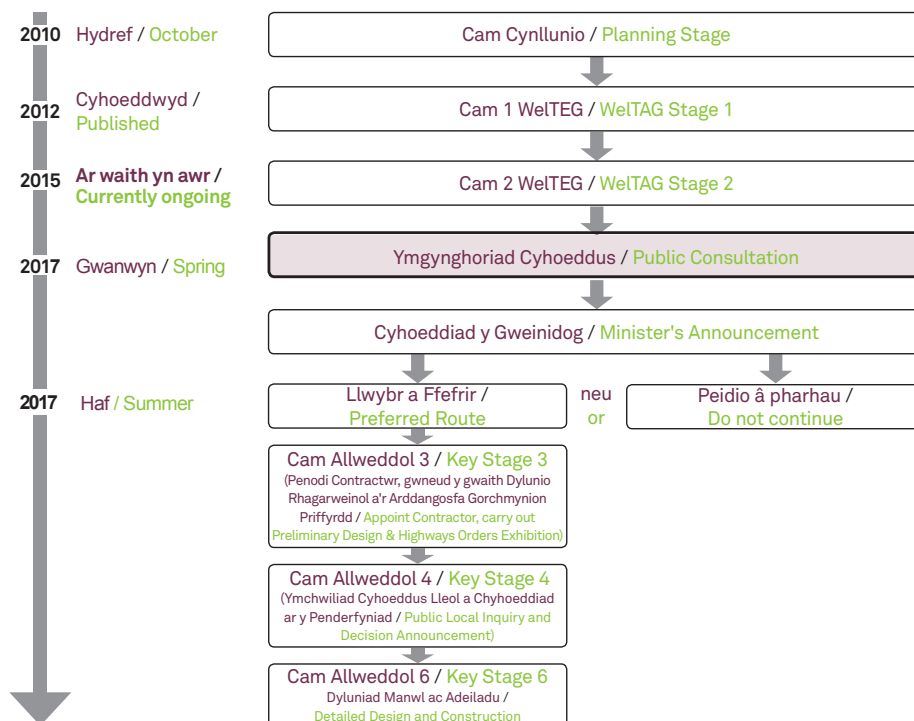
There are three main stages of the WeITAG process:

- Y Cam Cynllunio;
- Cam Arfarnu 1;
- Cam Arfarnu 2.

- The Planning Stage;
- Appraisal Stage 1;
- Appraisal Stage 2.

Rydym ni ar y Cam Ymgynghoriad Cyhoeddus ar hyn o bryd o fewn Cam 2 WeITAG. Bydd ymatebion gennych chi a'ch awdurdodau lleol a chyrrff eraill â buddiant yn cael eu hystyried yn ofalus gan Lywodraeth Cymru a'i Hymgyngorwyr cyn i'r cynllun gael ei ddatblygu ymhellach.

We are currently at Public Consultation Stage within WeITAG Stage 2. Responses from you and your local authorities and other interested bodies will be carefully considered by the Welsh Government and its Consultant before further scheme development.



Amcanion: Pam rydym ni'n ystyried gwneud gwelliannau i'r A55/A494/A548 Coridor Glannau Dyfrdwy?

Objectives: Why are we looking at the A55/A494/A548 Deeside Corridor Improvement?



Llywodraeth Cymru
Welsh Government

Mae mwy o draffig yn teithio ar hyd coridor yr A55/A494/A548 nag y'i dyluniwyd ar ei gyfer, sy'n arwain at dagfeydd rheolaidd. Mae'r coridor islaw safonau modern ac mae ffyrdd ymuno/ymadael rhai o'r cyffyrdd yn rhy fyr neu'n rhy agos i'r ffordd. Mae gwleddedd gwael yn broblem barhaus hefyd.

Datblygwyd Amcanion Cynllunio Trafnidiaeth y Gweinidog ar gyfer y Prosiect hwn gan dîm yr astudiaeth a rhanddeiliaid yn ystod cam Cynllunio WeITAG o adolygiad manwl o'r problemau presennol, er mwyn gwella diogelwch gweithredol.

Amcanion Cynllunio Trafnidiaeth

1. Lleihau amrywiadau mewn amserau teithio a gwella cydnherthedd rhwydwaith trafniadaeth coridor astudiaeth yr A55/A494 yn ystod cyfnodau prysur, digwyddiadau a gwaith cynnal a chadw.
2. Gwella cysylltiadau trafniadaeth ar gyfer busnesau yn ardal yr astudiaeth i ganolfannau economaidd a safleoedd cyflogaeth allweddol.
3. Gwella mynediad rhwng safleoedd cyflogaeth a dalgyloedd y gweithlu.
4. Gwella diogelwch a diogeldd personol gwirioneddol a chanfyddedig yr holl ddefnyddwyr trafniadaeth ar hyd coridor astudiaeth yr A55/A494.
5. Gwella athreiddedd ar draws coridor yr A55/A494 ar gyfer dulliau difodur mewn mannau allweddol a ddymunir.
6. Sicrhau bod rhwydwaith trafniadaeth ardal yr astudiaeth yn hwyluso teithiau angenrheidiol pobl a nwyddau yn rhanbarthol ac yn genedlaethol.
7. Lleihau allyriadau carbon o drafnidiaeth ar hyd coridor astudiaeth yr A55/A494.
8. Lleihau effeithiau niweidiol ar yr amgylchedd dynol gymaint â phosibl, gan gynnwys llygredd aer, sŵn a golau, ac ar y dirwedd a'r treflun.
9. Lleihau effeithiau niweidiol ar yr amgylchedd naturiol gymaint â phosibl, gan gynnwys ansawdd aer lleol, llygredd dŵr a phridd, ac effeithiau ar fioamrywiaeth.
10. Cynnal a gwneud defnydd mwy effeithlon o'r seilwaith trafniadaeth presennol ar hyd coridor astudiaeth yr A55/A494.

Troednodyn – mae'r Amcanion Cynllunio Trafnidiaeth yn yr holiadur ymgynghori wedi'u crynhoi o Amcanion Cynllunio Trafnidiaeth y prosiect

The A55/A494/A548 corridor experiences more traffic than it was designed for resulting in regular congestion. The corridor is below modern standards with some of the junctions having slip roads that are too short or too close to the road and poor visibility is an ongoing problem

The Minister's Transport Planning Objectives for this Project were developed by the study team and stakeholders during the WeITAG Planning stage from detailed review of the current problems, to improve operational safety.

Transport Planning Objectives

1. To reduce journey time variability and enhance the transport network resilience of the A55/A494 study corridor to periods of high demand, incidents and maintenance events.
2. To improve transport connections for businesses within the study area to key economic centres and employment sites.
3. To improve access between employment sites and workforce catchment areas.
4. To improve the actual and perceived safety and personal security of all transport users along the A55/A494 study corridor.
5. To improve the permeability across the A55/A494 corridor for non-motorised modes at key points of desire.
6. To ensure that the study area transport network facilitates necessary national and regional trip movements of people and freight.
7. To reduce carbon emissions from transport along the A55/A494 study corridor.
8. To minimise adverse impacts on the human environment including air, noise and light pollution, and landscape and townscape.
9. To minimise adverse impacts on the natural environment including local air quality, water and soil pollution, and biodiversity impacts.
10. To maintain and make more efficient use of the existing transport infrastructure along the A55/A494 study

Footnote – the Transport Planning Objectives (TPOs) in the consultation questionnaire are summarised version of the project TPOs



Mae'r Dewis Glas yn cynnwys:

- Lledu llwybr yr A55/A494
- Gwelliannau i gyffyrdd, gan gynnwys yng Nghyfnwidfa Ewloe;
- Ffyrdd cyswllt cyfochrog
- Dileu, addasu a gwella cyffyrdd
- 3 lôn i'r ddau gyfeiriad
- Oddeutu 9.8km o hyd

Mae'r Dewis Coch yn cynnwys:

- Mwy o gapasiti ar hyd yr A548 bresennol;
- Ffordd newydd rhwng yr A55 a'r A548;
- Addasu a gwella cyffyrdd
- 2 lôn i'r ddau gyfeiriad
- Oddeutu 13.0km o hyd – gwella'r un aliniad yn rhannol ac aliniad newydd yn rhannol

Bydd y ddau Ddewis yn cynnwys cyfleusterau ar gyfer defnyddwyr difodur; ystyriaeth o'r dirwedd leol; gofynion ecolegol a ffactorau amgylcheddol dynol.

Mae adnewyddu Pont Dyfrdwy yr A494 yn gynllun ar wahân. Bydd y gwaith hwn yn cael ei wneud yn annibynnol ar ganlyniad asesiad Cam 2 WeITAG o'r Dewisiadau Glas a Choch fel y disgrifir uchod.

Mae 'Symud Gogledd Cymru Ymlaen', a gyhoeddwyd ym mis Mawrth 2017, yn amlinellu gweledigaeth Llywodraeth Cymru ar gyfer rhwydwaith trafndiaeth integredig ar draws Gogledd Cymru a datblygu Metro Gogledd-ddwyrain Cymru. Bydd hyn yn cynnwys datblygu canolfannau trafndiaeth integredig a gwella mynediad i Lannau Dyfrdwy trwy'r rheilffordd.

Mae'r ddogfen hefyd yn amlygu bod Gwelliannau i'r A55/A494/A548 Coridor Glannau Dyfrdwy a Gwelliannau i Bont Dyfrdwy yr A494 wedi cael eu datblygu.

Blue Option includes:

- Widening the A55/A494 route
- Junction improvements including at Ewloe Interchange;
- Parallel link roads
- Removal, modification and improvement of junctions
- 3 lanes in each direction
- Approximate length 9.8km

Red Option includes:

- Increased capacity along the existing A548;
- A new road between the A55 and A548;
- Modification and improvement of junctions
- 2 lanes in each direction
- Approximate length 13.0km – partly online improvement and partly new alignment

Both Options will contain facilities for non motorised users; consideration for the local landscape; ecological requirements and human environmental factors

The renewal of the A494 Dee Bridge is a separate scheme. This work will be done independently of the outcome of the WeITAG Stage 2 assessment of the Blue and Red Options as described above.

Moving North Wales Forward' published in March 2017, sets out the Welsh Government's vision for an integrated transport network across North Wales and the development of a North East Wales Metro. This will include the development of integrated transport hubs and improved rail access to Deeside.

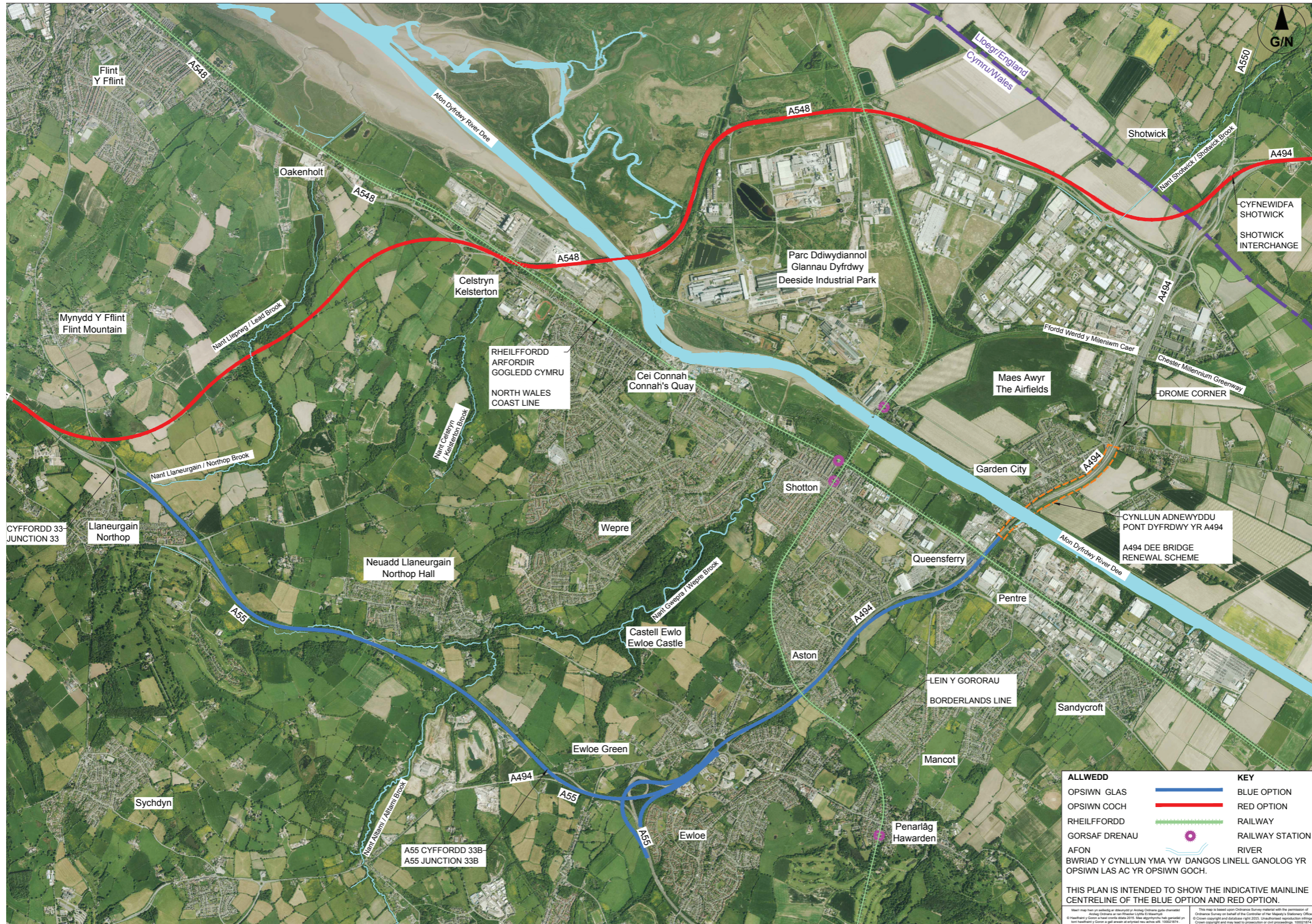
The document also identifies both the A55/A494/A548 Deeside Corridor Improvement and the A494 River Dee Bridge Improvement as being developed.

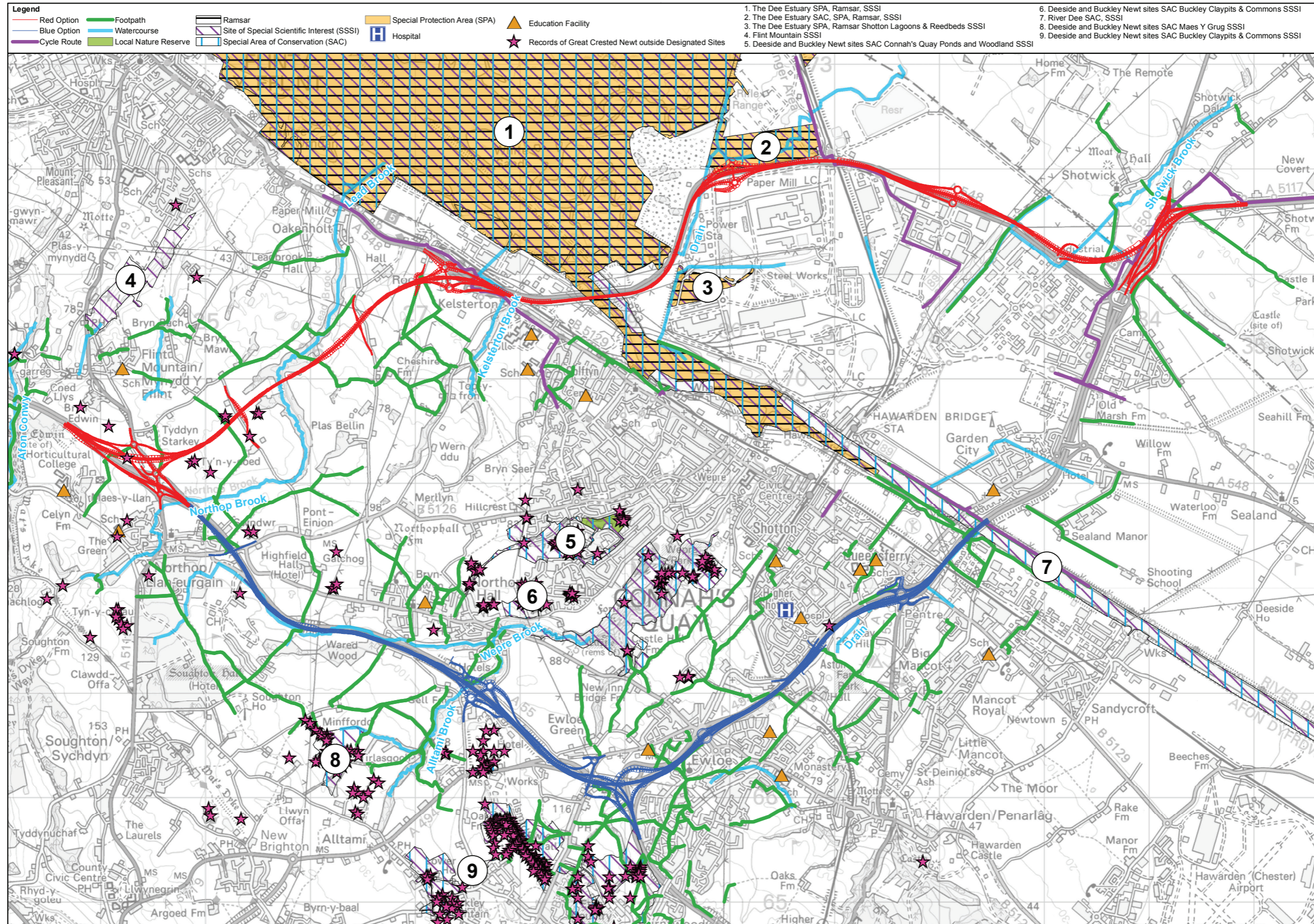
Y Dewisiadau a Gynigir Proposed Options



Llywodraeth Cymru
Welsh Government

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Tabl Crynhoi'r Arfarniad

Appraisal Summary Table



Llywodraeth Cymru
Welsh Government

Meini Prawf Arfarnu	Crynodeb o arwyddocâd / canfyddiadau ansoddol eraill	Crynodeb o arwyddocâd / canfyddiadau ansoddol eraill
Meysydd Effaith Cymru	Dewis Glas	Dewis Coch
Yr Economi		
Effeithlonrwydd Economaidd Trafnidiaeth	Niwtral (=) Costau'r Cynllyn =£283.0m (S4,2015,Eithrio TAW ac chwyddiant) Gwerth Cost Presennol = £168.5m (Prisiau 2010) Gwerth Budd-dal Presennol = £151.9m (Prisiau 2010) BCR = 0.90	Sylweddol Fuddiol (+ + +) Costau'r Cynllyn =£255.4m (S4,2015,Eithrio TAW ac chwyddiant) Gwerth Cost Presennol = £152.9m (Prisiau 2010) Gwerth Budd-dal Presennol = £423.5m (Prisiau 2010) BCR = 2.77
Effaith ar Leoliad a Gweithgarwch Economaidd (Effeithiau economaidd ehangach)	Ychydig yn Fuddiol (+) Amcangyfrif effethiau GVA rhwng £10.0 ac £16.3 miliwn pob flwyddyn yng Nghymru yn gyfan yn 2032	Gweddol Fuddiol (+ +) Amcangyfrif effethiau GVA rhwng £33.5 ac £36.3 miliwn pob flwyddyn yng Nghymru yn gyfan yn 2032
Yr Amgylchedd		
Sŵn	Ychydig yn Niweidiol (-)	Ychydig yn Fuddiol (+)
Ansawdd Aer Lleol	Niwtral (0)	Niwtral (0)
Alfoniadau Nwyon Tŷ Gwyr	(heb eu dosbarthu)	(heb eu dosbarthu)
Tirwedd a Threflun	Sylweddol niweidiol (- - -) i Ychydig yn Fuddiol (+)	Sylweddol niweidiol (- - -) i Niwtral (0)
Bioamrywiaeth	Adeiladu – Gweddol niweidiol (- -) Gweithredol – Niwtral (0) i Ychydig yn niweidiol (-)	Adeiladu – Gweddol niweidiol (- -) Gweithredol – Gweddol niweidiol (- -) i niweidiol iawn (- - -)
Treftadaeth	Gweddol niweidiol (- -)	Gweddol niweidiol (- -)
Amgylchedd Dŵr	Gweddol niweidiol (- -)	Gweddol niweidiol (- -)
Priddoedd	Ychydig yn niweidiol (-)	Ychydig yn niweidiol (-)
Cymdeithas		
Diogelwch trafniadaeth	Niwtral (0)	Ychydig yn Fuddiol (+)
Diogelwch personol	Niwtral (0)	Niwtral (0)
Athreiddedd	Niwtral (0)	Niwtral (0)
Ffitrwydd corfforol	Niwtral (0)	Niwtral (0)
Cynhwysiant cymdeithasol	Ychydig yn Fuddiol (+)	Niwtral (0)
Cydraddoldeb, Amrywiaeth a Hawliau Dynol	Niwtral (0)	Ychydig yn Fuddiol (+)

Tabl Crynhoi'r Arfarniad

Appraisal Summary Table



Llywodraeth Cymru
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Appraisal criteria	Summary of significance / other qualitative finding	Summary of significance / other qualitative finding
Welsh Impact Areas	Blue option	Red option
Economy		
Transport Economic Efficiency	Neutral (=) Scheme Cost = £283.0m (Q4 2015, Exc VAT and Inflation) Present Value Cost = £168.5m (2010 prices) Present Value Benefits £151.9m (2010 prices) Benefit Cost Ratio = 0.90	Significant Beneficial (+++) Cost = £255.4m (Q4 2015, Exc VAT and Inflation) Present Value Cost = £152.9m (2010 prices) Present Value Benefits £423.5m (2010 prices) Benefit Cost Ratio = 2.77
EALI (Wider economic impacts)	Slight Beneficial (+) GVA impacts are estimated at between £15.0 and £16.3 million per year for Wales as a whole in 2032.	Moderate Beneficial (++) GVA impacts are estimated at around £33.5 and £36.3 million per year for Wales as a whole in 2032.
Environment		
Noise	Slight Adverse (-)	Slight Beneficial (+)
Local Air Quality	Neutral (0)	Neutral (0)
Greenhouse Gas Emissions	(not classified)	(not classified)
Landscape and Townscape	Substantial adverse (- - -) to Slight Beneficial (+)	Substantial adverse (- - -) to Neutral (0)
Biodiversity	Construction - Moderate adverse (- -) Operational - Neutral(0) to slight adverse (-)	Construction - Moderate adverse (- -) Operational - Moderate adverse (- -) to large adverse (- - -)
Heritage	Moderate adverse (- -)	Moderate adverse (- -)
Water Environment	Moderate adverse (- -)	Moderate adverse (- -)
Soils	Slight adverse (-)	Slight adverse (-)
Society		
Transport safety	Neutral (0)	Slight Beneficial (+)
Personal security	Neutral (0)	Neutral (0)
Permeability	Neutral (0)	Neutral (0)
Physical fitness	Neutral (0)	Neutral (0)
Social inclusion	Slight Beneficial (+)	Neutral (0)
Equality, Diversity & Human Rights	Neutral (0)	Slight Beneficial (+)

Tabl Crynhoi'r Arfarniad - Cyfyngiadau Amgylcheddol

Appraisal Summary Table



Llywodraeth Cymru
Welsh Government

Sŵn Traffig:

Glas – Ni ddisgwylir i effaith sŵn traffig newid llawer ar y rhan fwyaf o eiddo preswyl. Fodd bynnag, byddai cyffyrdd newydd ac wedi'u hailfodelu yn cynyddu sŵn traffig ar hyd rhai ffyrdd lleol.

Coch – byddai'n dod â chefnffordd newydd trwy ardal wledig nad yw'n agored i sŵn traffig agos ar hyn o bryd, ac yn ychwanegu traffig at lwybr presennol yr A548. Bydd effaith sŵn ar eiddo preswyl yn dibynnu ar leoliad yr eiddo, ond gallai mesurau lliniaru mewn lleoliadau strategol leihau effeithiau sŵn ar yr eiddo yr effeithir arno fwyaf.

Ansawdd Aer Lleol:

Glas – ni ddisgwylir iddo gynyddu'r nifer fach o leoliadau derbynydd sensitif yn fwy nag amcanion ansawdd aer cymedrig blynyddol (NO2) yn ystod y flwyddyn agoriadol (2022) gan ddefnyddio rhagfynegiadau ceidwadol ar gyfer cerbydau.

Coch – byddai'n lleihau traffig ar yr A55 a'r A494 ac felly'n lleihau crynodiadau NO2 a gronynnau (PM10) ar gyfer preswylwyr cyfagos, ond yn cynyddu allyriadau traffig (NO2 a PM10) mewn lleoliadau ger y Dewis Coch.

Ni fyddai lefelau PM10 yn mynd yn fwy na'r amcanion mewn unrhyw leoliadau yn y naill Ddewis na'r llall, a rhagwelir y bydd mireinio'r aliniad a gwelliannau i allyriadau cerbydau yn y dyfodol yn lleihau amlygiad i NO2 a PM10.

Allyriadau Nwyon Tŷ Gwydr:

Cynnydd bach o dan y ddau Ddewis o ganlyniad i fwy o deithiau, sy'n gorbwysu'r buddion o ran allyriadau a ddaw yn sgil gwella llif traffig.

Tirwedd a Threflun:

Glas – bydd ffermydd ac anheddau'n cael eu colli a llwybrau troed cyhoeddus yn cael eu gwahanu. Bydd yn arwain at golli llystyfiant, arwyneb ffordd ychwanegol, codi cyffyrdd, goleuadau ychwanegol a newidiadau tebyg.

Coch – byddai hefyd yn arwain at golli tir amaethyddol a choetir hynafol rhwng Llaneurgain a Chelstryn.

Byddai mesurau lliniaru yn cynnwys ailgyflwyno nodweddion tirwedd a gollir yn sgil y gwaith gwella, a byddai coetir newydd yn cael ei blannu mewn ardaloedd sylweddol wedi'u targedu a fyddai'n datblygu'n raddol i ddisodli neu wella sgrinio.

Bioamrywiaeth:

Byddai'r ddau Ddewis yn arwain at golli cynefin o safleoedd a warchodir a ddangosir ar dudalennau 8 a 9; bydd mesurau lliniaru yn hanfodol.

Byddai'r ddau Ddewis yn arwain at golli cynefin glaswelltir a choetir ar hyd y coridor, a fyddai'n debygol o effeithio ar rywogaethau a warchodir a rhywogaethau eraill. Byddai

Traffic Noise:

Blue - At most residential properties, traffic noise is not expected to change noticeably. However, new and remodelled junctions would increase traffic noise along some local roads.

Red - would bring a new trunk road through a rural area not currently exposed to traffic noise in close proximity, and add traffic to the existing A548 route. Noise impacts at residential properties depend on location, however mitigation at strategic locations may achieve a reduction in the noise effects at properties most affected.

Local Air Quality:

Blue - is not expected to increase the small number of sensitive receptor locations exceeding annual mean air quality objectives (NO2) in the opening year (2022) using conservative predictions for vehicles.

Red - would reduce traffic on the A55 and A494 and so reduce both NO2 and particulates (PM10) concentrations for nearby residents, but introduce increased traffic emissions (both NO2 and PM10) at locations near the Red Option.

No locations would exceed the objectives for PM10 with either Option, and refining the alignment and future improvements in vehicle emissions are predicted to reduce exposure to both NO2 and PM10.

Greenhouse Gas Emissions:

Increased slightly under both Options as a result of an increased number of journeys which outweighs the emission benefits of improvement to traffic flow.

Landscape and Townscape:

Blue - affected by loss of farmsteads and dwellings and severance of public footpaths. Vegetation loss, additional road surface area, elevation of junctions, additional lighting and similar changes.

Red - would also cause a loss of agricultural land and ancient woodland between Northop and Kelsterton. Mitigation by reinstatement of landscape features lost to the improvement, and substantial, targeted areas of new woodland planting would develop progressively to replace or improve screening.

Biodiversity:

Both Options would lead to a loss of habitat from protected sites shown on pages 8 and 9, mitigation will be essential. Both Options would lead to a loss of woodland and grassland habitat along the corridor, likely to affect protected and other species. New habitats and connections would be created as mitigation where possible.

Tabl Crynhoi'r Arfarniad

Appraisal Summary Table – Environmental Constraints



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cynefinoedd a chysylltiadau newydd yn cael eu creu fel mesurau lliniaru lle y bo'n bosibl.

Safleoedd treftadaeth:

Mae coridorau'r ddau Ddewis yn cynnwys safleoedd ar ffurf adeiladau yn bennaf na fyddai'r cynigion yn effeithio arnynt yn uniongyrchol, neu nodweddion o arwyddocâd isel.

Amgylchedd dŵr:

Byddai'r ddau Ddewis yn golygu bod angen rhai cwlffertau newydd a dargyfeirio cyrsiau dŵr. Byddai camau lliniaru trwy gynllunio i gydbwysu llifoedd, diogelu ansawdd dŵr ac ailgyflwyno cynefinoedd yn cyfyngu'r effeithiau negyddol.

Priddoedd a daeareg:

Y ddau Ddewis: fydd priddoedd amathyddol yn cael ei cadw ac ei aildefnyddio, felly ni ragwelir newid o ran ansawdd a/ neu ddefnydd pridd y tu allan i'r gwaith, o ran nodweddion daearegol na dyfrhaenau, a dim effaith fesuradwy ar bobl, priddoedd, adeiladau nac ecosystemau eraill yn codi o halogi'r ddaear.

Cymunedau a Defnydd Tir:

Glas – byddai'n debygol o effeithio ar oddeutu 12.5ha o dir amaethyddol a busnesau fferm. Byddai mesurau lliniaru yn cynnwys iawndal ariannol ac adeiladwaith hwylustod. Byddai'r angen i ddefnyddio tir yn effeithio'n uniongyrchol ar 7 eiddo preswyl a phum eiddo masnachol, a byddai iawndal ariannol yn cael ei ddarparu.

Glas – byddai'n tresmasu ar sawl rhwystr gwyrdd a ddynodwyd yn lleol. Byddai'n effeithio ar lwybrau troed, llwybrau beicio a throedffyrdd, a byddai darpariaeth amgen yn cael ei ddarparu. Fydd 'Glas' yn ymyrryd ar nifer rhwystrllleol gwyrdd a ddynodwyd yn UDP Sir y Fflint er cyfygu pentrefi ymuno gyda'i gilydd.

Coch – byddai'n debygol o effeithio ar oddeutu 56ha o dir amaethyddol a busnesau fferm. Byddai mesurau lliniaru yn cynnwys iawndal ariannol ac adeiladwaith hwylustod. Byddai'r angen i ddefnyddio tir yn effeithio'n uniongyrchol ar 1 eiddo preswyl, y fferm solar newydd yn Shotwick a thir a neilltuwyd ar gyfer diwydiant, a byddai iawndal ariannol yn cael ei ddarparu.

Coch – byddai'n croesi sawl rhwystr gwyrdd a ddynodwyd yn lleol. Byddai'n croestorri llwybrau troed, llwybrau beicio, llwybrau ceffylau a nifer o droedffyrdd dynodedig, gan greu gwahaniad newydd a fyddai'n cael ei liniaru trwy ddarparu llwybrau amgen

Heritage sites:

Both Option corridors contain sites which are mainly in the form of buildings which would not be directly affected, or features of low significance.

Water environment:

Both Options would require some new culverts and diversions of watercourses. Mitigation by designing to balance flows, protect water quality and reinstate habitats would limit the negative effects.

Soils and geology:

Both Options: agricultural soils would be conserved and re-used, so there is no predicted change in soil quality and/ or use outside the works, in geological features or aquifers, and no measurable effect on humans, soils, buildings, or other ecosystems, arising from ground contamination.

Communities and Land Use:

Blue - likely to affect about 12.5ha of agricultural land and farm businesses. Mitigation would be by financial compensation and accommodation works. 7 residential properties and five commercial properties would be directly affected by the need to use land, and financial compensation would be provided.

Blue - would encroach into several locally designated green barriers in the Flintshire UDP and intended to prevent coalescence of settlements. Footpaths, cycleways and footways would be affected, and alternative provision would be made.

Red - likely to affect about 56ha of agricultural land and farm businesses. Mitigation would be by financial compensation and by accommodation works. 1 residential property, the new solar farm at Shotwick and land allocated for industry would be directly affected by the need to use land, and financial compensation would be provided.

Red - would cross several green barriers. It would intersect designated footpaths, cycleways, bridleways and numerous footways, creating new severance which would be mitigated by the provision of alternative routes

Crynodeb a beth fydd yn digwydd nesaf

Summary and what happens next



Llywodraeth Cymru
Welsh Government

Sut gallwch chi helpu?

Gallwch leisio'ch barn am y dewisiadau trwy ddychwelyd yr holiadur erbyn **dydd Llun 5 Mehefin 2017**

Argymhellwn eich bod chi'n gofyn cwestiynau i'r staff yn yr Arddangosfa Ymgynghoriad Cyhoeddus hon. Bydd cynrychiolwyr o Lywodraeth Cymru a'i Hymgyngorwyr ar gael i esbonio'r dewisiadau'n fanylach ac ateb unrhyw gwestiynau a allai fod gennych.

Gellir gweld yr Adroddiad Asesu Cynllun Rhagarweiniol yn ystod oriau busnes arferol mewn sawl Adeilad Dinesig ac adeiladau cyhoeddus eraill yn ardal Glannau Dyfrdwy. Yn ystod y cyfnod ymgynghori hwn, gellir gweld gwybodaeth am bob Dewis ar wefan Llywodraeth Cymru lle y gallwch lenwi holiadur ar-lein i gyflwyno eich safbwyntiau. Dyma gyfeiriad y wefan:

<https://consultations.gov.wales/>

Mae gwaith cymorth I EIA ac AIES/HRA yn parhau ac fydd dogfennau cychwynnol ar gael yn gynnar yn mis Ebrill.

Beth fydd yn digwydd nesaf?

Bydd ymatebion gennych chi a'ch awdurdodau lleol a chyrrff eraill â buddiant yn cael eu hystyried yn ofalus gan Lywodraeth Cymru a'i Hymgyngorwyr cyn i'r cynllun gael ei ddatblygu ymhellach.

Sut i ymateb a gofyn cwestiynau

Cysylltwch â Llywodraeth Cymru i roi adborth neu ofyn cwestiynau trwy:

- Fynd i un o'r Arddangosfeydd Ymgynghoriad Cyhoeddus yn
- Dychwelyd yr holiadur yn yr amlen ragdaledig
- Ysgrifennu i'r cyfeiriad RHADBOST – RHADBOST, Llywodraeth Cymru, Sarn Mynach, Cyffordd Llandudno, Conwy LL31 9RZ

Mynediad at Wybodaeth

Bydd Llywodraeth Cymru yn defnyddio'r holiaduron hyn i ddarparu tystiolaeth ar gyfer datblygu ffyrdd o wella trafniadaeth yn ardal Glannau Dyfrdwy a'r cyffiniau. Bydd yr holiaduron yn cael eu gwaredu'n ddiogel ar ôl iddynt wasanaethu eu diben. Bydd crynodeb o'r ymatebion i'r ymgynghoriad yn cael ei gyhoeddi ac, er mwyn rhoi hygyrdded i'r ymarfer, bydd rhestr o drefi post (e.e. Ewloe) y rhai sydd wedi ymateb yn cael ei chynnwys.

Mae Llywodraeth Cymru yn ddarostyngedig i Ddeddf Rhyddid Gwybodaeth 2000 a Rheoliadau Gwybodaeth Amgylcheddol, sy'n golygu y gallai'r holiaduron gael eu rhyddhau mewn ymateb i gais am wybodaeth. Fodd bynnag, bydd yr holl wybodaeth bersonol ynddynt yn cael ei thrin yn unol â'n rhwymedigaethau o dan Ddeddf Diogelu Data 1998.

How can you help?

You can give your views on the opinions by returning the questionnaire by **Monday 5th June 2017**

We recommend that you direct your questions to the staff at this Public Consultation Exhibition. Representatives from Welsh Government and its Consultants are available to explain the options in more detail and answer any questions you may have.

The Preliminary Scheme Assessment Report can be inspected during normal business hours at various Civic Buildings and other public buildings in the Deeside area. During this consultation period, information on each Option can be viewed on the Welsh Government website where you will also find a questionnaire to fill in-on-line to capture your views. The website address is as follows:

<https://consultations.gov.wales/>

Work to support EIA and AIES/HRA process continues and initial reports will be made available in early April 2017.

What happens next?

Responses from you and from your local authorities and other interested bodies will be considered carefully by Welsh Government and its Consultants before future scheme development.

How to respond and to make an enquiry

Contact Welsh Government with your feedback or queries by:

- Attending one the Public Consultation Exhibitions
- Returning the questionnaire in the prepaid envelope
- Writing to FREEPOST address – FREEPOST, Welsh Government, Sarn Mynach, Llandudno Junction, Conwy LL31 9RZ

Access to Information

Welsh Government will use these questionnaires to provide evidence for developing ways to improve transport in and around Deeside. The questionnaires will be disposed of securely after they have served purpose. A summary of the responses to the consultation will be published and to give credibility to the exercise, a list comprising postal towns (e.g. Ewloe) of those who have responded will be included.

Welsh Government is subject to the Freedom of Information Act, 2000 (FoI) and Environmental Information Regulations (EIRs) which means that the questionnaires may be released in response to a request for information. However, all personal data contained within it will be treated in line with our obligations under the Data Protection Act, 1998.